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ved by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SSEL'S NAME "BRITISH MAPLE"

REPORT

Hpl. 19316  
Nwc. 108898  
Gls. No. 77288  
Sld. 35722

remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine Oil Engine 2 S.C.S.A.

4 Cyl. 23<sup>5</sup>/<sub>8</sub>" - 91<sup>5</sup>/<sub>16</sub>"

MN 688

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 22.2.50 for a service speed of 105 R.P.M., provided the governor be adjusted to prevent the engine speed rising above 115 and the engine tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

Similar calculations for the 75 KW generator sets were approved in the Secretary's letter of 26.4.49 for a service speed of 500 R.P.M.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed ☒ IMC 12.51,

"Carrying petroleum in bulk"

2 DB 150 lb.



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Foundation

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