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Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME *Catowba*

REPORT

The 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

2 steam turbines DR geared to 1 sh. shaft.

NHP 1884

If Boilers fitted with forced draught

Yes

Tail Shaft. If fitted with a continuous liner

Yes

If fitted with an outside gland of approved type

No

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 *+ LMC 2.42.*

*Fitted for oil fuel 2.42, F.P. above 150°F.
2 WTB 490 lb. (SFC: 435 lb.)*

The N.Y.K. Surveyors should be requested to confirm the thickness of the water drum heads as being $\frac{1}{16}$ " and $\frac{15}{16}$ " as the plan shows them to be $\frac{15}{16}$ " and $\frac{5}{8}$ ".

*S. G. N.Y.K.
8-7-42.*

The thicknesses are as per plan. See 31/8/42

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Are all Sea Connections fitted with a valve on the side of the ship

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Yes

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Yes

Are the Overboard Discharges above or below the deep water

Are the Blow Off Cocks fitted with a spigot and brass cover