

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "SILVERBROOK"

REPORT

Mdb.

19898

Nwc

No. 110096

Hpl

19433

Lon

125987

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 2SCSA

5 cylinder 26 $\frac{5}{8}$ " - 91.5/16"

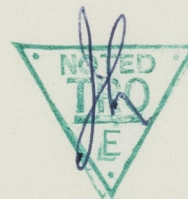
New MN 1180

~~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 26.10.51. for a service speed of 115 RPM and a maximum speed of 118 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 66 and 81 RPM and the tachometer be marked accordingly. The machinery certificate should be endorsed accordingly and a suitable entry made in SRL.



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 4,53

Carrying Petroleum in Bulk
2 DB 180 lb.



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Lloyd's Register
Foundation

004206-004212-0044