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by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

'L'S NAME "BRITISH PREMIER"

REPORT

Grk. 24366  
Gls. No. 76059  
Gls. 76799

marks 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 4 S.C.S.A.

6 Cyl. 29 $\frac{1}{8}$ " - 59 $\frac{1}{16}$ "

MN (652) 625

~~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 machinery were approved in the Secretary's letter of 17. 8. 48 for a service speed of 115 R.P.M.

Similar calculations on the auxiliary engines have been approved in the Secretary's letter of 29. 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 \* LMC 3.51,

"Carrying petroleum in bulk"

2 DB 150 lb.

Em

24. 4. 51.



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Lloyd's Register  
Foundation

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