

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VES NAME "ATHELKNIGHT"

REPORT

Sld. 34993  
 Not. 366  
 Nwc. No. 105673

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 2. S.C.S.A.

4 Cyl. 26  $\frac{3}{8}$ " - 91  $\frac{5}{16}$ "

MN 902

~~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 Secretary's letter of 26. 8. 47. for a service speed of 112 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 10.48.  
 2 DB 180 lb.

The Newcastle Surveyors should be informed that Makers' Test Certificates covering the electric motors for the following essential pumps do not appear to have been received and should be forwarded as soon as possible:-

Bilge and Fire Pump,

Fuel Valve Cooling Pumps.

See Sld. No.  
 9/1/48

Lloyd's Register  
 Foundation

2. 12. 48.