

1 E

Chief Engineer Surveyor ..... Received from Chief Engineer Surveyor .....

"CLYDEFIELD" REPORT Gls. 79856.  
Bel. No. 15431.  
Lon. 125413.

The Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.  
The report to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and  
bringing out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points  
in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

of Engine Oil Engine 2 SCSA  
6 cyl. 29 $\frac{1}{2}$ " - <sup>59 $\frac{1}{16}$ "</sup> ~~28 $\frac{3}{4}$ "~~ (Behant piston 19 $\frac{1}{16}$ " )  
New MN 1500.

~~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

torsional vibration characteristics of the main propelling  
y were approved in the Secretary's letter of 11.2.53 for a  
speed of 120 RPM, provided a notice board be fitted at the  
station stating that the engine is not to be operated continuously  
66 and 76 RPM and the tachometer be marked accordingly. The  
y certificate should be endorsed accordingly and a suitable  
de in the S.R.L.

This vessel's machinery appears to have been built in accordance  
the Rules and the approved plans, and it is submitted she is  
ble to be classed ☒ LMC 1,53.  
"Carrying petroleum in bulk".  
2 DB 180 lb.



© 2020  
Lloyd's Register  
Foundation  
25-2-53

00308-004315-0069

s through the deep tanks. None Have they been tested as per Rule. ✓