

The class is subject to the remainder of the Bessemer steel steam pipes being examined.

5 E

19 MAY 1949

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME "LORD GLADSTONE"

REPORT Nwo.

No. 106061
106062

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.)

Survey

DAMAGE & WEAR AND TEAR.

The remainder of the Bessemer steel steam pipes now examined and tested

A new liner fitted to HP cylinder and ~~4~~ cracks in this cylinder wall repaired. The repair is considered satisfactory but the Surveyors recommend that the HP cylinder be further examined by 3,49 and renewed by 9.49 BP2

The ship has been converted for the burning of oil as fuel and all machinery requirements have been complied with.

It is submitted the vessel is eligible to remain as classed, with notation "Fitted for Oil fuel 3,49, F.P. above 150°F", subject as recommended

~~Report of Survey~~

~~as recommended.~~

but without special condition regarding Bessemer steel steam pipes.

Note for R.B. Amend diameter of HP cylinder to 33½"

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