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Received by Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....
 VESSEL'S NAME "ATHELBEACH" REPORT Nwc. 107686, 316
 Not. 726, 727.
 Lon. No. 120692
 Mch. 14169

The 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 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 the Secretary's letter of 30. 8. 49 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 8.50 *molas*
 "Carrying petroleum in bulk"
 2 DB 180 lb.

The Newcastle Surveyors should be informed that the "As Fitted" plan of "Pumping arrangements at Ends" does not fully agree with the approved plan. The Surveyors should therefore state whether the Rule requirements have been complied with in all respects. In particular, their comments are desired regarding the forward deep tanks having a 6" suction but only a 4" air pipe.

They should also be asked for the maximum and service BHP and RPM of the main engine as per Secretary's letter of 9. 3. 50.

6. 10. 50.



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