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ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

EL'S NAME

BRITISH BIRCH

REPORT

No.

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. 23⁵/₈" - 91⁵/₁₆"

MN 688

~~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 22.2.50 for a service speed of 105 R.P.M., provided a notice board be fitted at the control station stating that the governor be set so that the speed cannot exceed 115 R.P.M.. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L..

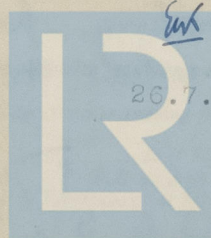
Similar calculations for the 75 KW generator sets were approved in the Secretary's letter of 26.4.49 for a service speed of 500 R.P.M..

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 6,51

"Carrying Petroleum in Bulk"

2 DB 150 lb.



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26.7.51.

Lloyd's Register
Foundation

004496-004501-0012

Primary Air Compressors, No.

No. of stages

Diameters

all Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by