

...ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

EL'S NAME "ATHELSULTAN"

REPORT

Mdb. 19345
Mch. 14170
Lon. No. 121377
Nwc. 107622,937.

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 3/8" - 91 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 6. 3. 50 for a service speed of 120 R.P.M., provided a notice board is fitted at the control station stating that the governor is to be set so that the speed cannot exceed 128 R.P.M. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

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 3.51,

"Carrying Petroleum in Bulk"

2 DB 180 lb.

The Middlesbrough Surveyors should be informed it is noted from their Rpt.4b that steam smothering is employed for fire extinguishing in the machinery space. Since, however, the approved plans of steam piping appear to show this to apply only in way of the donkey boilers, it is concluded there are also a number of chemical extinguishers. If this is so, the number and capacities of same should be forwarded.

*See note. to
18/4/51 + plans.*

EW

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