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Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME "BRITISH CROWN"

REPORT

 Liv. 135666
 Sou. 20907
 Lon. No. 122948
 Lon. 122898

as 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 2 Steam turbines with D.R. gearing to one screwshaft.

HS 17990 sq.ft.

New MN 2750

If Boilers fitted with forced draught Yes

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 28. 11. 51 for a service speed of 112 R.P.M. and a maximum speed of 116 R.P.M., provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 50 and 58 R.P.M. and the tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

Similar calculations for the 150 KW generator set were approved in the Secretary's letter of 2.5.50 for a service speed of 600 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. * IMC 6.52,

"Carrying Petroleum in Bulk",

 "Fitted for oil fuel 6.52, F.P. above 150°F",
 2 WTB 485 lb. (Spt. 475 lb.) F.D.


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 Lloyd's Register
 Foundation

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