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ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

EL'S NAME

LUMEN.

REPORT

Lon. 120287.
 Not. 588.
 Hpl. No. 19062.
 Nwc. 107075.
 Mab. 19140.

Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

No. of T 3246.80 ("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. 26³/₈" - 91⁵/₁₆"

M.N. 902.

Hf-Boilers-fitted-with-forced-draught-

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

275.2 The torsional vibration characteristics of the main propelling machinery have been approved in Secretary's letter of 7.4.49 for a service speed of 112 R.P.M.

above the

0 Ft. =

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 7,50

2 D.B. 180 lb.

The London Surveyors should be asked to forward copies of certificates for crankshafts for Messrs. Peter Brotherhood's Steam Generator engines marked 11780A and 955 TDS 25.10.48 and 11780B - 956 TDS 26.10.48. referred to in the Rpn. 4 No 120287.



30.8.50

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