1 E

Chief Engineer Surveyor..... *Received from Chief Engineer Surveyor*.....

Not. 381

S NAME "PALUDINA" *REPORT* Nwc. *No.* 105889

rks 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.
3 Cyl. 23 5/8" - 91 5/16"
MN 555

NOTED

~~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 Secretary's letter of 5.4.48 for a service speed of 117 R.P.M.

The Surveyor states that torsiograph records were taken by the Builders on trials and that a slight critical was ibserved at 94.5 R.P.M. In consequence the Builders placed a notice board at the control station stating that the main engines must not be run continuously between 90 and 100 R.P.M. Copies of the torsiograph records will be forwarded when available.

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 1.49.
DB 180 lb.

The Newcastle Surveyors should be informed it is noted that torsiograph records were taken on main machinery on trials, and copies of these are awaited.

See Secretary's letter of 28/3/49 giving approval to the Torsionals of main machinery without a "barred" speed range.

Ent

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10.3.49.