

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL NAME 'KINGFISHER C'

REPORT

Ips. 124941

Lon. No 123940

Brs. 18601

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 4 SCSA with SR gearing.

3 Cyl. 8 $\frac{3}{4}$ " - 11 $\frac{1}{2}$ "

New MN 27.

~~-If Boilers fitted with forced draught-~~

Tail Shaft. If fitted with a continuous liner No.

If fitted with an outside gland of approved type Yes.

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 28.3.52 for a service speed of 600 RPM and a propeller speed of 308 RPM.

The machinery of this self propelled barge has been made in accordance with the requirements of the Aire and Calder Navigation Authority.

Society's certificate required for Aire and Calder.

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 4.52.

"Carrying Petroleum in Bulk for Canal and Estuary Service".  
subject to a 3 KW generator being supplied and operated under working conditions.



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Lloyd's Register  
Foundation

24. 7. 52.

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