

Received by Chief Engineer Surveyor Received from Chief Engineer Surveyor Msl. 11925
 Msl. 11928
 Msl. 11926
 Rou. 639
 SHIP'S NAME "IPHIGENIA" REPORT Msl. No. 11927
 Msl. 11834

The remarks 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, 24/5/52.)

Type of Engine

2 steam turbines with D.R. gearing to screwshaft.

H.S. 12,850 sq.ft.

MN. 1,650

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 dated 26.4.54., for a service speed of 100 RPM. and a maximum speed of 103 RPM.

Similar calculations for the 250 KW. generator set were approved in the Secretary's letter dated 17.11.54., for a service speed of 450 RPM.

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 4.55.

2WTB 570 lbs. (Spt 555)

"Fitted for Oil fuel 4.55. F.P. above 150 F."

"Carrying Petroleum in Bulk."

Subject to cylinder safety valves being fitted to the 250KW generator engine.

In the Secretary's letter of approval for torsional vibration characteristics, dated 18.3.54., the Surveyor was asked to forward particulars of any gear hammer or rough running observed during sea trials. No letter in this connection appears to have been received and the Surveyor should be asked to furnish his remarks.

RUNNING

It is concluded that the 250 KW. generator engine is fitted with Crankcase Explosion Relief Devices according to the Rules, and that a satisfactory accumulation test was held on the boilers but, these points should be confirmed.



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23.11.55.

See note to 20/12/55

257/11