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ived by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SSEL'S NAME ERLING BORTHEN.

REPORT

Grk. 24194.
Gls. No. 75698.
Gls. 76018.

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, 24/5/92.)

Type of Engine Oil Engine 4 S.C.S.A.
8 Cyl. 29¹/₈" - 59¹/₁₆"
MN 880.

~~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 in conjunction with torsigraph records were approved in the Secretary's letter of 15.6.49 for a service speed of 115 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 ~~LMC 12-49~~ 7-50.

2 DB 150 lb.

"Carrying Petroleum in Bulk"

The Greenock Surveyors should be asked to confirm whether the pitch of the rivets in the longitudinal seam of the donkey boilers is 7¹/₈" as approved on the plan No. 16436 with Glasgow letter of 6.10.48, and not as per their report.

Enk

20.9.50.



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