

Engineer Surveyor

Received from Chief Engineer Surveyor

AME

"EDDYBEACH"

REPORT

Dun. 9825

Gls. No. 77442

Dun. 9825

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

endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and 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.)

e of Engine Triple expansion

16" x 27 $\frac{1}{2}$ " x 43 $\frac{1}{2}$ " - 21"

HS 7530 sq.ft.

MN 400

If Boilers fitted with forced draught Yes

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 2.11.50 for a service speed of 227 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 12.51,

"Carrying Petroleum in Bulk"

"Fitted for oil fuel 12.51, F.P. above 150°F"

2 SB 250 lb. F.D.

It is concluded the bilge suction in the engine and boiler room is in accordance with the approved pumping arrangement, but this should be confirmed. In future cases the Surveyors should state the number and size of all bilge suction on the First Entry Report.

gls to Bureau 5.2.52

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Lloyd's Register
Foundation

009920-009923-0187