

ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SEL'S NAME

"NEOTHAUMA"

REPORT

Gls.

70841

Grk.

No 23337

emarks 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, 24/5/02.)

Type of Engine Oil Engines 4 S.C.S.A.

8 Cy. 25 <sup>9</sup>/<sub>16</sub>" - 55 <sup>1</sup>/<sub>8</sub>"

MN 754

~~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 this vessel's machinery installation have been examined in conjunction with the Firm's calculations and found satisfactory. (Approved 6.3.45).

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 6.46

2 D.B. 180 lb.

The Greenock Surveyors should be referred to Glasgow letter dated 12.3.45 regarding torsionograph records and requested to state whether these were obtained on this vessel. *See Sisk letter 13.8.46 Records with Research Dept.*

The Glasgow office should state whether there is any special reason why the notation "Fitted for oil fuel" should be assigned.

*So. 9/8*

Lloyd's Register Foundation  
*Yhr*

7.8.46