

Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME "PATHEFINDER"

REPORT

Sou.

22295

Mdb.

No. 20013

Lon.

128989

Acts 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 Two Triple Expansion  
 $10\frac{1}{2}$ " x  $17\frac{1}{2}$ " x  $27\frac{1}{2}$ " - 18" each engine

H.S. 1987 sq. ft.

New MN 126

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

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

IMC 4,54  
 S.B. 200 lb.

Fitted for oil fuel 4,54, F.P. above 150°F.

The Southampton Surveyors should be requested to state the size and type of safety valves fitted on the main boiler and should also confirm that the safety valves are fitted with easing gear.

They should also be requested to forward the bronze propeller certificates as these do not appear to have been received.

The London Surveyors should be referred to their report No. 128989 on the main engines of this vessel and should be requested to forward main engine and line shafting forging certificates as these do not appear to have been received. - See London letter 22/6/54

010289 - 010243 - 0186

4.6.54

Lloyd's Register  
Foundation