

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor..... 8911

VESSEL'S NAME " JAHRA "

N.Yk. 48867,65  
Clv. 1349  
Pha. No. 9288,89.  
Bos. 4262

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, 24/5/92.)

Type of Engine 2 steam turbines with D.R. gearing.  
Omit H.S. and M.N.

21130  
3220

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 of 14. 7. 49 for a service speed of 100 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 6.49

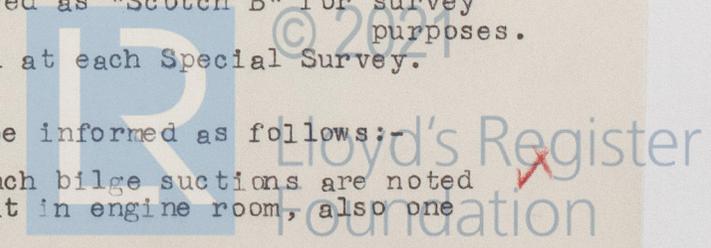
"Fitted for oil fuel 6.49, F.P. above 150°F"  
"Carrying petroleum in bulk"  
2 WTB 675 lb. (Spt. 600 lb.) F.D.

Note for S.R.L.

"Steam Generator" to be considered as "Scotch B" for survey purposes.  
~~Compound~~ COMPRESSED Air Tank to be examined at each Special Survey.

The Baltimore Surveyors should be informed as follows:-

- (1) At least three 3 1/2" diameter branch bilge suction are noted on the approved plan of bilge arrangement in engine room, also one



direct bilge suction of 5" diameter. This essential information is missing from their report and they should therefore be asked to confirm or amend whether the above have been fitted, and should be asked to give such information in all future cases. It would appear that the sizes quoted on the report are those of the bilge main. ✓

(2) Particulars of the heating surface per superheater and per economiser do not appear to be stated on the plans or report. This information is desired so that the M.N. can be checked. ✓

(3) Makers' Test Certificates covering all electric motors for essential services do not appear to have been received, and they should be forwarded as soon as possible. ✓

See B/Lt. G.  
19/11/49

Ent

6. 10. 49.



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