

by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

EL'S NAME

Philae

Rpt.

 Mob. No. 1794.  
 R.Y.R. No. 40570  
 Cgo. 390

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 Oil Engines 4 S.C.S.A. S.P. geared  
 to one sc. shaft.  
 18 Cy.  $15\frac{3}{4}$ " -  $18\frac{1}{8}$ "

If Boilers fitted with forced draught

Tail Shaft. If fitted with a continuous liner

If fitted with an outside gland of

approved type

The main engines have been taken out of a U.S.A. submarine, opened out & examined & refitted into the above vessel. None of the auxiliaries are new. The two donkey boilers & the air receiver have been made under special survey. The vessel has been laid up for 20 years uncompleted.

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 4.41.

NE made '32, refitted '41.

S(C)LN. 4.41.

2 NDB 4.41. (WT) - 150 lb. Pooled 25.3.43

~~DB 150 lb.~~
~~WTDB 150 lb.~~

Insert in SRL:- "Le Havre" WTDB to be considered as "Scotch B" as regards periodical BS.

The Malt. Lanyon should be requested to forward the test certificate for the fusion welded chain of the donkey boiler.

 Lloyd's Register  
 Foundation