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by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME "OLYMPIC GAMES" REPORT Bal. No. 8723
Bal. No. 8781

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~~ ^{Steam} turbines D.R. geared to one screwshaft
H.S. 11242 sq. ft.
MN 1377

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. of propeller.

The main propelling machinery and boilers were built under American Bureau survey for a "Victory" vessel and are unused. Plans of shafting, boilers, pumping arrangements and electrical installation were dealt with in the New York Office.

*Post Office
11/30.8.49*

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 11.48

E and B made 1945, fitted 1948.

2 WTB 525 lb. (Spt. 473lb.) FD.

"Fitted for oil fuel 11.48, F.P. above 150°F".

"Carrying petroleum in bulk"



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Lloyd's Register
Foundation

15.7.49

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