

ved by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SEL'S NAME

"DARTMOOR"

REPORT.....

Sld.

35269

Mdb.

No. 18875

Gls.

74424

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 Oil Engine 2 S.C.S.A.

4 Cyl. $23\frac{5}{8}$ " - $91\frac{5}{16}$ "

MN 712

~~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 the main machinery were approved in the Secretary's letter of 14. 2. 46 provided a notice board be fitted at the control station stating that the main engine must not run continuously between 38 and 55 R.P.M.

The machinery certificate should be endorsed accordingly and a suitable entry made in the S.R. List.

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 \bullet LMC 1.50.

2 DB 120 lb.

The Sunderland Surveyors should be informed as follows:-

- (1) It is concluded there are 4 bilge suction in No.5 hold @ $2\frac{1}{2}$ " diameter as per approved Plan, and not one @ 3" diameter as per report, but this should be confirmed. 9. 2. 50.
- (2) The certificate covering the bronze propeller does not appear to have been received and should be forwarded as soon as possible. x

Enk

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