

ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

'S NAME....."ASA V. CALL"

REPORT

Got. 27564
 Phil. 11428
 Phil. 11418
 Civ. 2346
 Aug. 1480

No. 1480

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

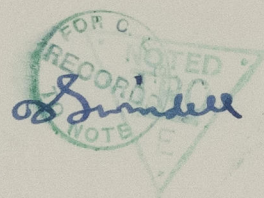
("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine 2 Steam Turbines D.R. geared to screwshaft

H.S. 23430 sq.ft.

M.N. 4400

S.H.P. 22000



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 dated 13.2.59 for a propeller speed of 105 R.P.M.

Similar calculations for the 100 KW diesel alternator set were approved in the Secretary's letter dated 22.10.59 for a speed of 1200 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 4.62 (+LMC
 (2 WTB 705 lbs. (Spt 620 lbs. 875°F)
 (O.F.
 (Oil Tanker
 (SPS

Lat
 10.5.62

SRI Appendix

C.S. Case.

GOT the 4/6/62 Lat 2/6/62

It is concluded, but the Got. Surveyors should confirm, that the two centrifugal Fire and Bilge pumps are not of the self-priming type as were fitted in the sister ship "GEORGE L. PARKHURST" and that these pumps have been satisfactorily tested and found efficient.

*The outstanding elec. motor certificates
 to be checked when received.*

Lloyd's Register
 Foundation