

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "LIBERTIA"

REPORT No. 13038

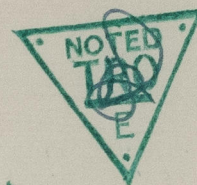
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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 Oil Engine 2 S.C.D.A.

6 Cyl. 25 $\frac{3}{16}$ " - 45 $\frac{11}{16}$ "

MN 1328



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 decision to withhold the for the machinery is dealt with in Secretary's letter of 2. 12. 46. to the Shipbuilders.

The torsional vibration characteristics and torsionograph records have been examined and approved in Secretary's letter of 20. 3. 47. provided a notice board be fitted at the Control Station stating that the main engine must not run continuously between 72 and 84 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 1.47.

2 DB 185 lb.

The Surveyors should be informed it is noted certain items of spare gear are missing and it is concluded arrangements have been made to place these on board at the first available opportunity, but this should be confirmed.



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20. 5. 47.

011259-011266-0246