

TU Case
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n.12.45.

Received by Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....

ESSEL'S NAME "JUANITA BEAZLEY" REPORT Bir. 94 Bel. No. 14361

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 4 Oil Engines 4 S.C.S.A.
S.R. geared to 2 screw shafts.
48 Cyl. 7" - 7 3/4"
MN = 281

~~If-Boilers-fitted-with-forced-draught~~

Tail Shaft. If fitted with a continuous liner No
If fitted with an outside gland of approved type No

The main engines were made under Special Survey for the Ministry of Supply and originally intended for use on Tank Landing Craft. The straight shafting was made under Admiralty supervision, and Brinell check tests have been made. The shafting was accepted in Secretary's letter of 13. 4. 46 to Belfast Surveyors (See "PETRONAVE I"). The four dynamo engines have been supplied by the Admiralty.

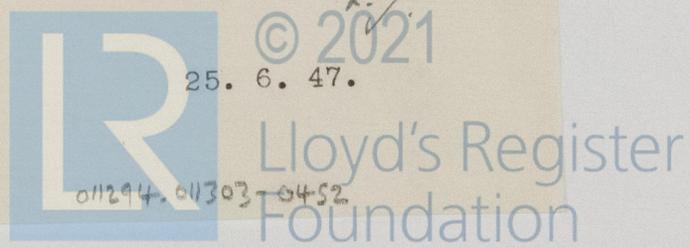
The torsional vibration characteristics of the main machinery have been approved in Secretary's letter of 21. 6. 46 for a service engine speed of 1000 or 1100 r.p.m.

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 4.47.

DB 100 lb.

The Surveyors should be asked to confirm that the requirements of the Rules for oil fuel pipes and tank fittings have been complied with.

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25. 6. 47.



cluded.)

r Capacity.

Tons 42 ✓
49 ✓