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by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME "GEORGE L. PARKHURST" REPORT No. 26224.
11157.
11143.
2018.
1313.

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.)

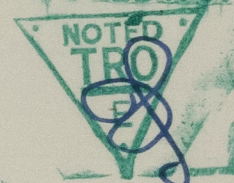
Type of Engine 2 Steam turbines D.R. geared to screwshaft

H.S. 23430 sq.ft.

M.N. 4400

S.H.P. 22,000

15 FEB 1961



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 100KW. diesel alternator set were approved in the Secretary's letter dated 22.10.59 for a speed of 1200 R.P.M.

The two bilge and fire pumps were stated to be non self priming.

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

9.60 { + LMC
2 WT.B. 705lbs. (Spt. 620lbs. - 875°F.)
O.F.
Oil Tanker

subject to the bilge and fire pumps being made self priming.

See endorsement dated 23.1.61.

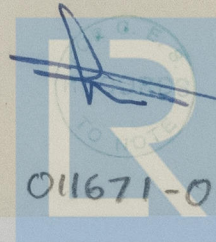
Without Special Condition
see endorsement dated 23/1/61

11.11.60.

NOTE.

The Surveyor should be asked to confirm the bilge pumps were satisfactorily tested and found efficient.

4/6 14/2/61



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Foundation

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