

"SWIFTSTONE"

Hul. 59423.  
Hul. 59390.

This tug was not built under survey and has not yet been in commission.

Classification is now desired.

First Entry reports have been examined. The main engine was built under survey, and the torsional vibration characteristics of the main propelling machinery are stated to be identical to those approved for a sister vessel.

They have been approved for a service speed of 280 rpm, provided a notice board be fitted at the control station stating that the engine is not to run continuously above 300 rpm. The machinery certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

The auxiliary machinery has been partly opened out for examination and tested under working conditions.

It is understood this vessel will be dry docked for examination next week (27th instant) in the London district.

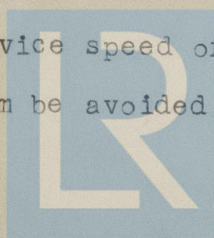
IT IS SUBMITTED this vessel's machinery will be eligible for the record of LMC (with date) when a satisfactory examination in dry dock has been made.

Particulars for Register Book.

Oil Engine 2 SCSA.  
4 cyl.  $14\frac{1}{2}$ " - 19"  
New MN 134.  
"O.G"

IT IS FURTHER SUBMITTED the Hull Surveyors be informed, in reply to their letter of 23rd instant, it is noted the "as fitted" plan of shafting agrees with the approved plans for the sister vessel "REPULSE" in which the screwshaft size is  $7\frac{1}{2}$ " at top of cone. It is, therefore, not understood why a figure of  $8\frac{3}{4}$ " has been reported. Please forward comments.

The torsional vibration characteristics for the main propelling machinery will be approved under the same conditions as for "REPULSE" viz:- for a service speed of 280 rpm, provided continuous operation above 300 rpm be avoided.



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(Continued)



It is also noted the Pumping Arrangements have been examined as far as possible and found to agree with the approved plan for "REPULSE". Particulars of same should have been given on the First Entry report, and it is requested the Surveyors should confirm that all the amendments on the plan have been carried out.

*Transverse Staying of the main engine in accordance with  
Research Dept. recommendations will be completed in London.  
Ent. 24.7.53.*



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