

Chief Engineer Surveyor..... Received from Chief Engineer Surveyor..... 36141
 NAME "SHEAF ROYAL" REPORT Sld Lon 126707
 Sld No. 36136

arks 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 2SCSA

6 cylinders 29 $\frac{1}{2}$ " - 98.7/16"

New MN = 1550

~~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 torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 21.8.52. for a service speed of 103 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 42 and 50 RPM and the tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the ~~SPL~~.

Similar calculations for the 150 KW generator sets were approved in the Secretary's letter of 17.1.52. for a service speed of 600 RPM.

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~~ 11,53

2 D.B. 150 lb.

"Carrying Petroleum in Bulk"

The Sunderland Surveyors should be requested to forward a copy of the certificate for the whistle air receiver fitted amidships as this does not appear to have been forwarded.

They should also be requested to use the latest form Rpt. 4b when reporting future cases and to discontinue using out-of-date forms.

29/12
 Lloyd's Register
 24.12.53
 011757-01765-0215