

Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

"ST. ARVANS"

REPORT

Bry. 25904

Npt. No. 25439

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

statement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and setting out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

~~REPORT TO ENGINEER AND TOWERS DUE TO DAMAGE THROUGH~~

This "Sam" type vessel was built in 1944 to American Bureau requirements and Classification with this Society is now desired.

First Entry Reports have been examined and the details are similar to previous vessels of this type already accepted.

The vessel has been examined in dry dock and the requirements of LMC Survey carried out.

The screw shaft was last seen by British Corporation Surveyors in 3.48. The propeller has been backed off now and the cone end of the screw shaft examined.

IT IS SUBMITTED that this vessel is eligible for the record LMC 11.48,

2 WTB 250 lb. (Spt. 230 lb.) F.D.

"Fitted for oil fuel, F.P. above 150° F",

"Carrying Vegetable Oil in Deep Tanks".

Particulars for Register Book:-

Multiple Expansion

1/2" x 37" x 70" - 48"

10233 sq. ft.

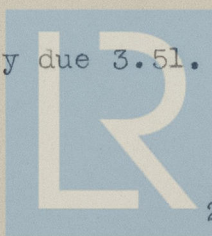
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The Newport Surveyors should be informed it is concluded in statement on Report 9 that "funnel dampers fitted" should be "funnel dampers removed", but this should be confirmed.

They should also be asked to clarify their remarks regarding the fitting of an oil gutterway at the after end of the boilers. It is concluded this gutterway is not common across the whole width of the vessel, but rather that a separate gutterway has been provided to surround each of the fuel tanks concerned.

Due for S.R.L.:- Screw Shaft Survey due 3.51.

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Foundation

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