

Got. 23962
Sk. 11340

1E

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME.....

MELINE

Sk. 11308-9
Got. 23585

No.....

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. 15,786

M.N. 1960

If Boilers fitted with forced draught Yes

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland or approved type No

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter dated 13.2.57 for a propeller speed of 115 RPM.

Similar calculations for the 235 K.V.A. diesel alternator set were approved in the Secretary's letter dated 8.4.57 for a speed of 327 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
3.58 (2 WTB. 515 lbs (spt. 475 lbs, 750°F)
(2 S.G. 178 lbs
(O.F.

SUBJECT

to larger size safety valves being fitted to the two steam/steam generators and satisfactory steam accumulation tests held before the end of 9.58.

P.T.O.....

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Lloyd's Register
Foundation



012/24-012/28-0153

"MELINE"

Before this case receives consideration, the Glasgow Office should be requested to forward for record purposes in this Office and for dealing with this case, copies of Babcock & Wilcox plans of superheaters, water walls and economisers stated to have been supplied under AB Gotaverken Order 19-0636 for their ship No. 716.

Su

G. H. H.

23.4.58



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Reaction
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