

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "HUNTINGDON"

REPORT

Gls. 72856

Sws. No. 24150

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, 24/5/32.)

Type of Engine

Oil Engine 2 S.C.S.A.

10 Cyl. 28 $\frac{9}{16}$ " - 88 $\frac{9}{16}$ "

MN 2528

~~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 were approved in the Secretary's letter dated 22. 4. 47. for a service speed of 120 R.P.M. Providing a notice board is fitted at the control station stating that the engines are not to be run continuously between 28 and 34 R.P.M.

The machinery certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

In view of the performance of the port engine on preliminary engine trials the Surveyor recommends that the port propeller be specially examined at the next dry docking.

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 5.48.
2 DB 120 lb.

Subject as recommended.