

Received by Chief Engineer Surveyor.....

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VESSELS NAME "PRINSENGRACHT" REPORT Ams. 16552
Ams. No. 16003

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 Oil Engines 4 S.C.S.A.
8 Cyl. 10 $\frac{5}{8}$ " - 19 $\frac{11}{16}$ "
MN 87

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of approved type No

The belt driven generators were supplied in 1941 when makers certificates were not available, but the makers state that the construction of the generators comply with the Rule requirements.

The Amsterdam Surveyors should be requested to forward particulars of the fuses fitted for approval.

The auxiliary engine was not constructed under survey, but is a stock engine made by P. A. Lister & Co.

The torsional vibration characteristics were approved in the Secretary's letter dated 17.7.47. for a service speed of 325 R.P.M.
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 3.48.

* A.E. made '42 fitted '48.



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Lloyd's Register
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