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Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME SOUTHERN CLIPPER REPORT Mmo. 3734  
 Got. 22962  
 No. 23606

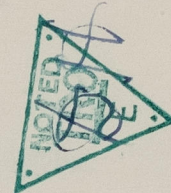
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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 2 S.C.S.A.

9 cylinders 780 mm x 1400 mm

M.N. 1620



~~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 dated 15.12.56 for a speed of 115 RPM

Similar calculations for the two 290 K.V.A. diesel alternator sets were approved in the Secretary's letter dated 3/4/56 for 360 R.P.M.

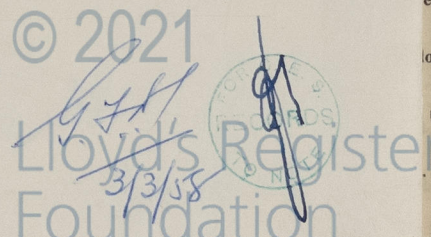
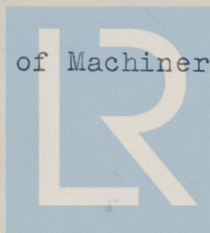
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

1.58. (+LMC  
 (2 DB. 180 lbs

Note for SRL.

The exhaust gas economiser W.P. 180 lbs to be examined at each DBS.

Owners desire C.S. of Machinery.



012585-012590-0016 P.T.O....

ing.



- 2 -

"SOUTHERN CLIPPER"

Before this case receives consideration,  
the Surveyors should be informed that:-

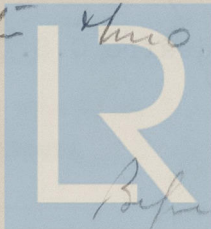
- 1) Their Rpt 4c for the two diesel auxiliary sets has not been received and should be forwarded by return post.
- 2) The crank explosion relief valves fitted on the Main Engines are insufficient; the total area for this size of engine is 6566 cm<sup>2</sup>, and they should state arrangements for increase of valves to be fitted.
- 3) They should state whether satisfactory steam accumulation tests were held on the safety valves of the two donkey boilers.
- 4) It should have been noted that the Exhaust gas economiser at 170 lbs could not function in conjunction with the Donkey Boilers at 180 lbs. In this case the Economiser is suitable for 180 lbs working pressure and the relief valves should be adjusted accordingly, and this Office should be informed when this is done.

*Memo letter 24/3/58  
checked  
24/3/58  
G.H.H.  
8/4/58*

*Done see memo letter  
24/3/58 G.H.H. 8/4/58  
G.H.H.*

19.2.58

*Al. L. H. H.*



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Foundation