

m, 12, 57

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Received by Chief Engineer Surveyor.....

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SHIP'S NAME QUEENSGATE REPORT Nwc. 116756  
Lon. No. 140359

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 Engine 4 S.C.S.A. through flexible coupling and single reduction reverse gear,  
4 cylinders 8¾" x 11½" (Supercharged) to screwshaft.  
M.N. 53 B.H.P. 264

~~Mr Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of approved type Yes

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter dated 19.6.59. for an engine speed of 600 RPM AND corresponding propeller speed of 296 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 12.59.

18.2.60.

The Surveyors should be requested to forward certificates for the following items, as they do not appear to have accompanied their report,

M.E. crankshaft, intermediate and screw shafts, propeller, air compressors, and receivers, also both generators.

Classification Certificate not to be issued until forging certificates received & checked.



012818-012826-0017

Crankshaft type: Built, semi-built, solid. (State which)