

Inspected by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

IPS NAME.....

"BLANDFORD"

REPORT.....

Gls.	80331.
Bel.	No. 15485.
Lon.	125362.
Not.	1028.

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, 24/5/02.)

Type of Engine Oil Engine 2 SCSA.

7 cyl. 29 $\frac{1}{2}$ " - 59 1/16" (Exhaust pistons 19. 11/16")

New MN 1740

~~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 of 10.3.52 for a service speed of 113 rpm and a maximum speed of 120 rpm.

Similar calculations for the 75 KW generator set were approved in the Secretary's letter of 4.4.51 for a service speed of 600 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

IMC 5.53.

"Carrying Petroleum in Bulk"  
3 DB 180 lb.

24.6.53.



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Lloyd's Register  
Foundation

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