



Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "PERICLES"

REPORT

Got. 16976  
Mdb. 18443  
Mdb. 18415  
No. 18415

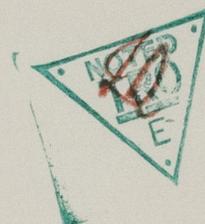
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

(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.

8 Cyl. 26<sup>3</sup>/<sub>4</sub>" - 59<sup>1</sup>/<sub>16</sub>"

MN 1120



~~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 31.1.46, provided a notice board be fitted at the control station stating that the engines must not be run continuously between 33 and 49 R.P.M.

The Machinery Certificate should be endorsed accordingly, and a suitable note placed in the S.R.L.

Similar calculations for the 110 KW generator sets have been approved in the Secretary's letter of 21.8.45 for a service speed of 400 - 450 R.P.M.

The Surveyor states the third lighting transformer has not yet been supplied and recommends the class be made subject accordingly. It is understood this will probably be supplied by the end of October this year.

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 9.49

2 DB 150 lb.

Subject to a third lighting transformer being supplied.

Note for S.R.L.

Exhaust gas economiser to be examined at each DBS.

The Gothenburg Surveyors should be informed the certificates covering steering gear motors do not appear to have been received, and should be forwarded as soon as possible.



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They should also be informed it is noted the crankshaft plan and torsionals of generator engine No.2040 are stated to have been approved in Secretary's letter of 8.3.47. No trace of this letter can, however, be found, and the Surveyors should therefore be asked to state the name of the vessel concerned. Such information will be of great assistance in all cases of approval given for a previous job.

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