

ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

P/S NAME "WOOLWICH"

REPORT

Dun 9974  
Not 1152  
Gls No. 82805

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 2SCSA (Doxford type)

4 cylinders 670 mm. - 2320 mm.  
26 3/8" - 91.5/16"

MN 940



~~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 have been approved for a service speed of 115 RPM with torsional endorsement. *Banded speed range 51/60 RPM. note for SRL 5E1 16/8/55*

Similar calculations for three 100KW generator set were approved in the Secretary's letter of 4.5.53. for a service speed of 450 RPM.



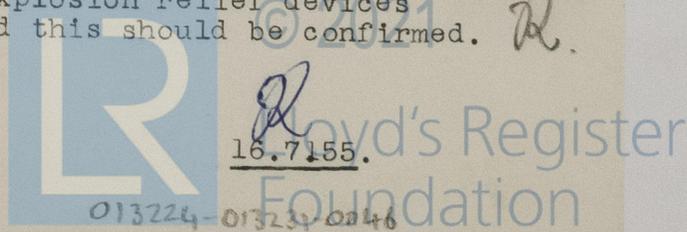
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is

eligible to be classed LMC 6,55  
2 DB 150 lb. (1 Spt)

*Nikalium propeller BSR 51/60 RPM*

IT IS SUBMITTED that the issue of the Certificate be deferred until it is confirmed that a nikalium propeller is, in fact, fitted in which case the restricted speed range would be between 51 and 60 RPM and not between 45 and 54 RPM. The moment of inertia of the nikalium propeller should be furnished for record purposes. *see LR 9/8/55*

It is concluded that the main engines and the three 100 KW generator sets are fitted with crankcase explosion relief devices according to the Rule and Circular 2045 and this should be confirmed. *Yes R.*



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