

ed by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SEL'S NAME

"STANHOPE"

REPORT

Hpl.	19294
Nwc.	108653
Gls.	No. 77404
Sld.	35675

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, 24/5/52.)

Type of Engine Oil Engine 2 S.C.S.A.

4 Cyl.  $23\frac{5}{8}$ " -  $91\frac{5}{16}$ "

MN 688

~~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 14.12.50 for a service speed of 103 R.P.M., provided a notice board be fitted at the control station stating that the engine must not be run continuously between 47 and 56 R.P.M. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

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 10.51,

2 DB 150 lb.

19. 11. 51.



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Lloyd's Register  
Foundation

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