

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "MILFORD KNIGHT"

REPORT

Hul. 57025
Ips. 118268
Mot. 777
Brw. 3325

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. with S.R. gearing.

6 Cyl. 12½" - 15"

MN 92

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 letters of 29.12.49 and 5.12.50 for an engine speed of 375 R.P.M.

An automatic voltage control, as required by the Rules, has not yet been fitted to the main engine-driven generator.

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 9.50.

Subject to an automatic voltage control, as required by the Rules, being fitted to the main engine-driven generator.

End

4. 1. 51.

Shipbuilder (or Engineer) signature not obtained on 16/2/51.

See endorsement 16/2/51.



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