

by Chief Engineer Surveyor .....

Received from Chief Engineer Surveyor .....

S NAME "SCOTTISH HAWK"

REPORT

 83397  
 Nwc 112200  
 Lon No. 130194  
 Grk 25341

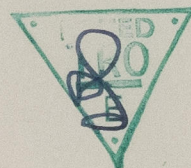
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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, 24/5/02.)

Type of Engine Oil Engines 2SCSA (Doxford type)

 6 cylinders 670 mm. - 2320 mm.  
 26 $\frac{5}{8}$ " - 91.5/16"

MN 1280

~~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 17.12.53. for a service speed of 115 RPM provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 44 and 53 RPM. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the SRL.

Similar calculations for the two 150 KW generator sets were approved in the Secretary's letter of 20.8.53. for a service speed of 550 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 3,55

"Carrying Petroleum in Bulk"  
 2 DB 150 lb.

It is concluded that crankcase explosion relief devices are fitted to the 150 KW diesel generator engines, but this should be confirmed.



2021

11.5.55.

 Lloyd's Register  
 Foundation

014784-014793-01/3