

on the ~~from~~ Screw vessel

"BERGUSUND".

Tons

Triple
Quadruple

1 E

ed by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SFL'S NAME "BERGUSUND"

REPORT

Mdb. 18539
Not. 313
Gls. No. 72427
Gen. 16618

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.

6 Cyl. 17 $\frac{11}{16}$ " - 29 $\frac{1}{8}$ "

MN 329

~~If-Boilers-fitted-with-forced-draught~~

Tail Shaft. If fitted with a continuous liner No.

If fitted with an outside gland or approved type Yes.

The torsional vibration characteristics of the main propelling machinery were approved in Secretary's letters 9.9.47 and 18.10.47 for a service speed of 185 R.P.M.

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 6.48

DB 105 lb.

The Middlesbrough Surveyors should be informed it is concluded a spare lub oil pump is fitted for supplying the main engines, but this should be confirmed.

Yes.
See Mdb. 6.5/8/48.



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27.7.48

W1006-0124

at pipes pass through the deep tanks

None

Have they been tested as per Rule

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces