

30 AUG 1950

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ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SEL'S NAME "ALTAIR" REPORT Hp1. 19170
 Ams. No. 16864
 Ams. 16954, 64

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 2 S.C.S.A.

6 Cyl. $27\frac{9}{16}$ " - $47\frac{1}{4}$ "

MN 796

~~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 23. 2. 49 for a service speed of 115 R.P.M., provided a notice board be fitted at the control station stating that the engine must not be run continuously below 33 R.P.M. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

Similar calculations for the 160 KW generator sets were approved in the Secretary's letter of 2. 8. 47 for a service speed of 375 R.P.M.

Machinery requirements for the notation "Carriage of edible oil in deep tank" have been complied with.

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 7.50

"Carrying edible oil in deep tank"

The West Hartlepool Surveyors should be asked to confirm whether an 8" diameter bilge ejection has been fitted on port side of engine room as per approved plan.

Confirmed
 HPL 2/4/50.



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002051-002061-0045