

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "BRITISH FORTUNE"

REPORT

Mdb. 18445

Sld. No. 35044

Mdb. 18510

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.

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

MN 516

~~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 Secretary's letter of 21.12.44 for a duplicate vessel, except that in the present case the M.I.P. of the main engine is somewhat less than before. It is considered this will give insignificant changes to the torsional vibration characteristics and that they are acceptable.

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 1.49.

2 DB 150 lb.



Exl
Sa.
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Lloyd's Register
Foundation

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