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Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "BRITISH CAPTAIN"

REPORT

Not.	552
Not.	464
Gls.	No. 74842
Bel.	14795

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.

6 Cyl. 29 $\frac{1}{8}$ " - 59 $\frac{1}{16}$ "

MN 696

~~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 20. 3. 48 for a service speed of 115 R.P.M., being a duplicate of Harland & Wolff Ld.'s engine No. 1378.

Similar calculations for the 75 KW auxiliary generator sets were approved in the Secretary's letter of 12. 7. 48 for a service speed of 500 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 11.49

2 DB 150 lb.

The Glasgow Surveyors should be reminded that their First Entry Report 13 has not yet come to hand, and should be expedited. X

Em
28. 12. 49.



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Lloyd's Register
Foundation

Air Compressors, No. NONE No. of stages

Auxiliary Air Compressors, No. Two No. of stages Two

007938-002946-0146