

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SEL'S NAME "BRITISH COMMANDER"

REPORT

Gls. 75168
Not. No. 554,603.
Bel. 14875

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., for a duplicate case.

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 2.50

2 DB 150 lb.

The Glasgow Surveyors should be advised that their First Entry Report 13 is awaited.

Later received & checked.

Enk

23. 3. 50.



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Lloyd's Register
Foundation

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