

Received by Chief Engineer Surveyor.....

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SSSEL'S NAME "TEDDY" REPORT Lds. 191
 " 192
 Mch. No. 12697
 Grk. 23493

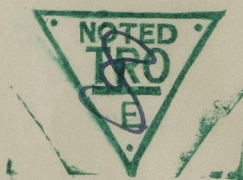
Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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. 13 $\frac{3}{4}$ " - 21"

MN 169



~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of approved type Yes

The torsional vibration characteristics of the main machinery were approved in Secretary's letter of 13. 6. 46 for a service speed of 280 r.p.m. provided a notice board be fitted at the Control Station stating that the main engine must not be run continuously between 167 and 196 r.p.m.

The machinery certificate should be endorsed accordingly and a suitable entry made in the S.R. List.

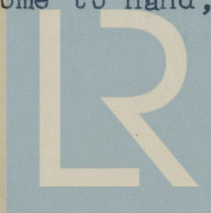
The requirements for "Strengthened for Navigation in Ice" have been carried out, except for the supplying of a spare propeller of suitable materials.

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 4.47.

"Strengthened for Navigation in Ice".

Subject to a spare propeller of approved and tested materials being placed on board at the first opportunity.

The Greenock Surveyors should be informed it is noted the test certificates covering various electric motors for essential services have not yet come to hand, and that they will forward same as soon as possible.



Lloyd's Register
 Foundation
 20. 6. 47.

003252-003262-0055