

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME 'ATHELFOAM'

REPORT

Mdb. 19490
 Nwc. 108406
 Lon. 121804
 Nwc. 107967

No.

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.
 4 Cyl. 26 $\frac{3}{8}$ " - 91 $\frac{1}{2}$ "
 MN 902.

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 25.1.50 for a service speed of 112 RPM.

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 10.51
 "Carrying Petroleum in Bulk"
 2 DB 180lb.



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 7. 12. 51.

Lloyd's Register
 Foundation

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