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ved by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SEL'S NAME "BRITISH TRIUMPH" REPORT Liv. 130218
Gls. No. 74814

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 696 625

~~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 12. 2. 48 for a service speed of 115 R.P.M.

Similar calculations for the 75 KW generator sets were approved in the Secretary's letter of 13. 8. 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 12.49

"Carrying petroleum in bulk"

2 DB 150 lb.

The Liverpool Surveyors should be informed the certificates covering both 75 KW generators and the bronze propeller do not appear to have been received and should be forwarded as soon as possible. *now received sub. 23/4/50.*

They should also be informed that no trace can be found of the approval of shafting dated 26. 11. 48 as stated on their Rpt.4b, and their comments will be appreciated.

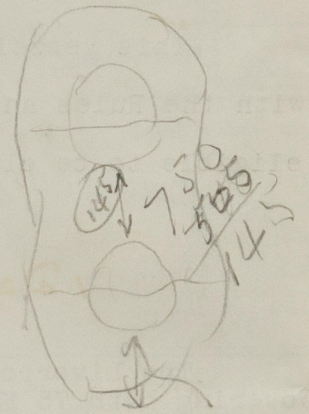


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es, or from one compartment to another. yes ✓ Is the shaft tunnel watertight. ✓ Is it fitted with a watertight door. ✓



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