

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "EDDYREEF"

REPORT

Mch

15623

Dun

9904

Gls

No. 80380

The 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 Triple Expansion

16" x 27 $\frac{1}{2}$ " x 43 $\frac{1}{2}$ " - 21"

H.S. 7530 sq. ft.

New MN = 315

If Boilers fitted with forced draught Yes

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of } Yes
approved type

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 2.11.50. for a service speed of 227 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 10,53

"Carrying Petroleum in Bulk"

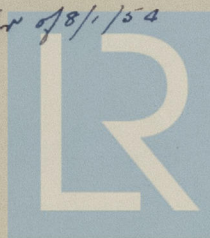
"Fitted for oil fuel 10,53, FP above 150°F"

2 SB 250 lb.

It is concluded that all pumps intended for essential services at sea have been built under survey as no Certificates (except for the lubricating oil pump) appear to have been forwarded. Also certificates covering the straight shafting and working propeller do not appear to have been forwarded and the Surveyors should be requested to forward these.

The Surveyors should also state if the screwshaft diameter is 9" as approved or 9 $\frac{1}{8}$ " as stated.

See gls. letter of 8/1/54

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Foundation

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