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Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SHIP'S NAME *Luiclawi Rubilum* REPORT

h. p. No. 41826
h. p. No. 8026
h. p. No. 1038
h. p. No. 3668
h. p. No. 3662

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 *2 steam turbines D.R. geared to*
1 sc. shaft:
NHP. 898.

If Boilers fitted with forced draught

Yes

Tail Shaft. If fitted with a continuous liner

Yes

If fitted with an outside gland of
approved type

No

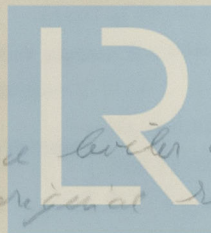
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

+LMC 9.41.
Fitted for oil fuel 9.41, F.P. above 150°F.
2 WTB 500 lb. (Spl: 465 lb.)

It is concluded the steam pipes have been tested in the ship to not less than 1000 lb. per sq. inch, but this should be confirmed.

S.B.N. 42.
3-6-42.

Certificates for fusion welded boiler drums
lost probably lost with original reports.



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Lloyd's Register
Foundation

003611-003619-0101

two independent means arranged for circulating water through the Oil Cooler

YES

Suctions, connected to both Main Bilge Pumps and