

Inspected by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "POLURRIAN"

REPORT

 Tor. 7888
 Mch. 13269
 Lon. No. 115635-6

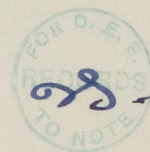
Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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.

5 Cyl. 10½" - 13½"

MN 105

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No

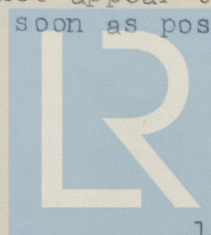
If fitted with an outside gland of approved type Yes

The torsional vibration characteristics of the main propelling machinery were examined in conjunction with torsionograph records and approved in Secretary's letter of 29. 7. 48. for a service speed of 340 R.P.M. provided a notice board be fitted at the Control Station stating that the main engines must not be run continuously between 190 and 215 R.P.M.

The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

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 7.48.

The Torquay Surveyor should be advised that the certificate covering the bronze propeller and the forging report covering the screw shaft do not appear to have been received and should be forwarded as soon as possible.



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Lloyd's Register
Foundation

16. 9. 48.

004222-004229-0022