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by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME "JOHN P.G."

REPORT

BIT	10222
N.Yk	52976
N.Yk	52907
Phl	10076
Cly	1655

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 2 Steam Turbines with D.R. Gearing

H.S. 21134 sq. ft.

New MN 3000

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

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 23.3.54. for a service speed of 112 RPM and a maximum speed of 115 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 4,54

"Carrying Petroleum in Bulk"

2 W.T.B. 675 lb. (Spt 624 lb.)

"Fitted for oil fuel 4,54, FP above 150°F"

Note for SRL:-

Examine economisers at BS and air receivers at SS. Steam generator (W.P. 125 lb.) to be considered as Scotch boiler for survey purposes.

It is concluded that the safety valves of the LP steam generator have been adjusted at 125 lb./sq. inch, but this should be confirmed by the New York Surveyors.

It is concluded that all pumps intended for essential services at sea have been made under survey, but this should be confirmed.

The propeller certificate should be forwarded as this does not appear to have been received.

Checked  
New 7/7/54

Received  
Xah



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Lloyd's Register  
Foundation

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