

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "ROYAL IRIS"

 REPORT Gls. 77102
 Not. No. 927
 Gls. 76322

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 4 Oil Engines 4 S.C.S.A. connected to electric motors
 and two screwshafts.
Each 6 Cyl. 10 $\frac{1}{4}$ " - 14 $\frac{1}{2}$ "

MN 271

~~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 for service speeds of 13. 9. 49 and 24. 11. 49 for propeller service speeds of 195 and 215 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 4.51,

DB 105 lb.

The Glasgow Surveyors should be informed it is noted the electrical installation is in order and their reports thereon are awaited.



Euk

18. 6. 51.



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Lloyd's Register
Foundation

011636-011645-0226

Auxiliary Air Compressors, No. ONE

No. of stages. ONE

diameters 3 $\frac{1}{2}$ "stroke 3 $\frac{1}{2}$ "