

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VES NAME

"KUWAIT"

REPORT

Phl.	9270
Bos.	4246,50,51
Clv.	No 1317

marks 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 one screwshaft.

Omit H.S. + M.N. for the present.

S.M.

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 31.5.49 for a service speed of 112.R.P.M. and 115.7 R.P.M.

The machinery has been partly constructed under A.B. supervision. The decision to assign the distinguishing mark * to the machinery is given in the endorsement of 27.6.49.

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 3.49

"Carrying petroleum in bulk"

2 WTB 965 lb. (Spt. 897 lb.) F.D.

Fit for O.F. 3/49. F.P. above 150 F.

Note for S.R.L.

Economisers to examine at each B.S.

Air receivers to examine at each S.S.

The Philadelphia Surveyors should be informed that no certificates covering electric generators, or electric motors for essential services, have yet been received in this Office. These should be forwarded as soon as possible.

They should also be asked to state the heating surface per boiler, per superheater and per economiser so that the MN can be checked. (Information not on plans).

S.M. 2.7.49.