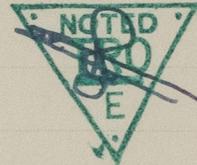


ved by Chief Engineer Surveyor Received from Chief Engineer Surveyor

SEL'S NAME "NELLY" REPORT S.Fo. No. 3971

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, 24/5/22.)



of Survey ~~DETAILS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

This vessel was built in 1940 to American Bureau class, and classification with this Society is now desired.

Some plans were dealt with in the New York Office and others in this Office.

The First Entry Reports have been examined, and the details are such as could be accepted.

The vessel has been examined in dry dock and the requirements of LMC, DBS and TS surveys carried out.

The torsional vibration characteristics of the main propelling machinery have not been examined, and the Machinery Certificate should be endorsed accordingly.

The Owners should be informed, and our services offered to make the necessary investigation, if desired.

The Surveyor states that there is no spare propeller on board.

IT IS SUBMITTED that this vessel is eligible for the record LMC 1.49 S CL 1.49 WTDB 1.49

Subject to the supply of a spare propeller.

Particulars for Register Book

4 Oil Engines 2 S.C.S.A. with electro-magnetic slip couplings and S.R. gearing to one screwshaft.

28 Cyl. 20 1/2" - 27 1/2"

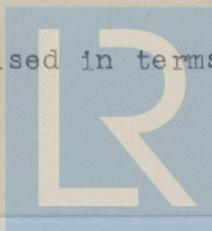
MN 2670

WTDB 100 lb.

Note The New York Office should be advised in terms of special endorsement dated 10. 10. 49.

Note for R.M.C. - 3 electric generators: { F. Inboard F. Outboard ATT

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Lloyd's Register Foundation 14. 10. 49.

Elec special

Donk Travelli