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Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME "BALMORAL"

Sou. 20039
Brs. No. 17362, 63, REPORT

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, 24/6/92.)

Type of Engine 2 Oil Engines 2 S.C.S.A.

12 Cyl. 12 $\frac{5}{8}$ " - 16 $\frac{5}{8}$ "

MN 334

~~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 approved in the Secretary's letter of 30. 3. 48 for a service speed of 300 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 11.49.

The Southampton Surveyors should be asked for their comments regarding the material test results on the manganese-bronze propellers, which are substantially below the normal figures for this material.

They should also be asked whether the two generator engine air receivers shown on Compressor Air System Plan have been fitted. If so, the relevant certificates should be forwarded.

Still to come
13/2/50
29/3/50

EW

6. 1. 50.



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Lloyd's Register
Foundation

014935-014943-0277

Main Air Compressors, No. NONE ON MAIN ENG No. of stages

Auxiliary Air Compressors