

Received by Chief Engineer Surveyor

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SHIP'S NAME "MATOLA" REPORT Rot. No. 35681

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.)

Nature of Survey REPAIRS-TO-ENGINES-AND-BOILERS-DUE-TO-DAMAGE-THROUGH

Type of Engine 2 Oil Engines 4SCSA

6 cylinder 14 $\frac{3}{8}$ " - 21.11/16" each engine

New MN 190

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 1.8.52 for a service speed of 230 RPM.

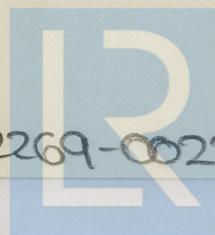
The torsional vibration characteristics of the pumping machinery were approved in the Secretary's letter of 1.8.52 for a service speed of 210, 240 or 295 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously below 177 RPM and the tachometer be marked accordingly. The machinery certificate should be endorsed accordingly and a suitable entry made in S.R.L.

Similar calculations for the 185 KW generator sets were approved in the Secretary's letter of 1.8.52 for a service speed of 370 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 10,52.

~~The Rotterdam Surveyors should be informed that their Rpt. 13 on the electrical installation is awaited.~~

Received 31/1/53



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19.1.53.

002269-002278-0115 Register  
Foundation