

by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

ELS NAME

"ATALANTA"

REPORT

Aug.	32
Bmn.	No. 106
Bmn.	107

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.)

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

The class is subject to port main engine No.7 crank pin being examined before the end of 6.49 and to Nos.1 and 7 port main engine liners being renewed by 11.49.

Both main engines, all straight shafting and all auxiliary generator sets and starting air receivers now renewed - having been built and installed under Special Survey. First Entry Reports received and examined.

Donkey boilers specially examined after fire in engine room and found or placed in order.

All auxiliary machinery overhauled or renewed as required.

A Special Survey has been carried out.

IT IS SUBMITTED that this vessel is eligible for the record

✱ LMC 8.50,  
 ✱ NE 8.50,  
 DBS 8.50,  
 Both S(CL)N 8.50,

Without special conditions.

Particulars for Register Book

2 Oil Engines 2 S.C.S.A.

8 Cyl. 25 $\frac{7}{16}$ " - 47 $\frac{1}{4}$ "

MN 913

*Euk* *[Signature]*

26. 4. 51.

Note. Torsional vibration characteristics of main machinery approved 3/8/50 for a service speed of 120 rpm  
 Similar calculations covering the 100 Kw. generator sets  
 were approved 6/2/51 for a service speed of 500 rpm.



© 2020

Lloyd's Register  
 Foundation

002515-002521-0249