

ed by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME "DARA"

REPORT

Not. 274  
 Lon. 115796  
 Gls. No. 73018

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.)

Type of Engine Oil Engine 2 S.C.S.A.  
 5 Cyl. 23  $\frac{5}{8}$ " - 78  $\frac{3}{4}$ "  
 MN 895

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner Yes  
 If fitted with an outside gland of approved type No

The torsional vibration characteristics for the main machinery was examined in conjunction with the torsigraph records on a sister vessel and approved in Secretary's letter of 6. 2. 47. provided a notice board be fitted at the control station stating that the main engines must not be run continuously between 33 and 40 R.P.M. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.M.L.

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 6.48.

2 DB 120 lb.

The Glasgow Surveyors' attention should be drawn to the fact that the correct restricted speed range of the main engine is 33 to 40 R.P.M. as shown in Secretary's letter of 6. 2. 47. in the case of the sister vessel "DUMRA", and be asked whether arrangements have been made for an amended notice board to be fitted at the main engine controls.

OVT.



Lloyd's Register  
 Foundation

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