

Received by Chief Engineer Surveyor.....

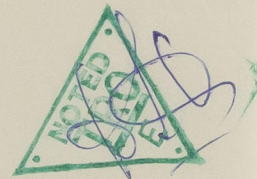
Received from Chief Engineer Surveyor.....

VESSEL'S NAME "PLYM" REPORT Syd. No. 21753

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.)

Type of Engine Two Oil Engines 4 S.C.S.A. S.R. geared to two screw shafts.  
12 Cyl.  $4\frac{5}{4}$ " -  $6\frac{1}{2}$ "  
MN 30



If-Boilers-fitted-with-forced-draught

Tail Shaft. If fitted with a continuous liner No

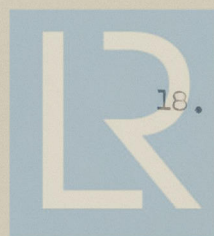
If fitted with an outside gland of approved type No

The torsional vibration characteristics of the main propelling machinery were approved in Secretary's letter of 31.12.47 for an engine service speed of 1600 R.P.M.

The main engines have not been built under survey, but have been tested and installed under the Society's supervision.

Pumping arrangements do not fully comply with the Society's Rules, but are considered to be acceptable in view of the small size of the vessel.

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 7.48.



End  
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Lloyd's Register  
Foundation

002592-002601-0016