

# Lloyd's Register of Shipping.

5c, 10, 37.

1E

Received by Chief Engineer Surveyor

*Peruvia*

Received from Chief Engineer Surveyor

ESSEL'S NAME

Rpt.

Rot.

28100

Armo

No.

15524

Gmo

20765

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

*Oil Engine 4 S.C.S.F.*

*8 Cyl. 25  $\frac{9}{16}$ " - 55  $\frac{1}{8}$ "*

~~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.*

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

*\* L.M.C 4.39.*

*D.B. 180 lb.*

*If these engines are identical with those fitted in "Corilla" & "Rapana" it is concluded that the thickness of the crank web parallel to axis is 290 mm at the journal & 267 mm at the crank pin and the thickness around the eye hole 204 mm, but this should be confirmed.*

*Yes*

*7.5.*

*2.5.39.*



© 2020

Lloyd's Register Foundation

002750-002753-0089

002750-002753-0090

Water Capacity

Tons.

135

83

262

393