

ived by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SSEL'S NAME "DHIVENDLIK" ex. "SUBAGAO" REPORT No. 30650

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 4 steam turbines S.R. geared to one screw shaft.  
2 DB (Spt.) & 2 SB 213 lb. 18 cf FD

If Boilers fitted with forced draught Yes

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

The machinery of this vessel, constructed under Germanischer Lloyd Survey in 1930, has been opened out and examined and placed in satisfactory condition and the scantlings checked against approved plans.

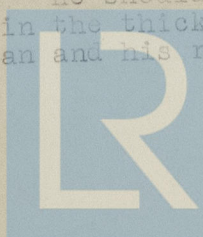
This vessel's machinery appears to be such as could be accepted for Classification with the Society, with the Rules and the approved plans, and it is submitted she is eligible to be classed LMC 11.46,  
S 10.46.

FITTED FOR OIL FUEL

FLASH POINT ABOVE 160°F.

Before the MN and total heating surface of the boilers is entered in the Register Book, the Surveyor should be asked to confirm that the figure 16140 includes the heating surface of the superheaters. He should also be asked for his comments on the discrepancy in the thickness of the screw shaft liner as given on the plan and his report.

See  
ROT Letter  
dated 7.2.47.  
HS 23523  
M.V. (603.)



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Lloyd's Register  
Foundation

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