

Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

S NAME "KERSTIN" REPORT Gen. No. 16429

as 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.A.
 6 Cyl. 10 $\frac{7}{16}$ " - 16 $\frac{1}{8}$ "
 MN 68

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 of the main machinery were approved in Secretary's letter of 4. 3. 47 for a service speed of 360 r.p.m. provided a notice board be fitted at the Control Station stating that the main engine must not run continuously between 250 and 290 r.p.m.

The machinery spare gear supplied is only suitable for Short Voyages.

The machinery certificate should be endorsed as regards Torsionals and Spare Gear and suitable entries made in the S.R. List.

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 2.47.

The Genoa Surveyor should be informed it is concluded that efficient drip trays have been fitted under the paraffin fuel tanks for the auxiliary engine, but this should be confirmed. X



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