

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "CATO" REPORT Hul. 53546
 Brs. No. 16187
 Gls. 70176

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 Engines 2 S.C.S.A.

7 Cy. $9\frac{13}{16}$ " - $16\frac{9}{16}$ "

MN 134

~~If Boilers fitted with forced draught~~

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

The torsional vibration characteristics of the main machinery have been examined in conjunction with the firm's calculations and are such as could be accepted. It is considered a notice board be fitted at the control station indicating that the engines are not to be run continuously between 103 and 149 r.p.m.

(Secretary's letter 12.6.45).

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 6.46

It is further submitted the machinery certificate be endorsed as follows and an insertion made in S.R.L. viz:- The main engines not to be run continuously between 103 and 149 r.p.m.

~~The Hull Surveyors should be requested to forward the dynamic test certificates and forging reports.~~



Lloyd's Register
 Foundation

19.7.46

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