

of Engineer Surveyor

Received from Chief Engineer Surveyor

118 AUG 1954

ME "KN UDSEN"

REPORT

Kel. No. 1060

marks 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, 24/5/52.)

~~COMPLETION OF~~ SPECIAL SURVEY OF ENGINES AND BOILERS

LMC

~~This Survey~~, due 9,56 ^{now} held

DBS due 10,53 now held ~~partly~~ ^{now}

~~dicted~~, and the following repairs carried out (due to wear & tear):-

Docking. Propeller and screwshaft examined. Shaft examined in the, liner machined and now on board as spare. A new screwshaft has been fitted.

The main engine has been removed and a new engine installed with mating modified in accordance with approved plan.

The torsional vibration characteristics of the main machinery have been approved in the Secretary's letter of 12.8.54 for a service speed 110 RPM provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 61 and 73 RPM and the engine tachometer be marked accordingly.

The machinery certificate should be endorsed accordingly and a suitable entry made in SAL.

During erection the main engine bedplate was damaged locally and has been permanently repaired.

All electric cables on fore and aft gangway renewed.

It is submitted the vessel is eligible to remain as classed, with

ation of

XIMC 6,54

as recommended.

XNE 6,54

DBS 6,54

S (N) 4,54 CL

sps 6,54

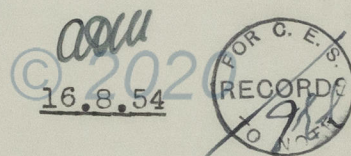
te for R.B.

Oil engine 2SCSA

5 cyl. 29½" - 67"

(exhaust piston 23.5/8")

MN 1300



Lloyd's Register
Foundation

003525-003532-0325