

Received by Chief Engineer Surveyor.....

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Lon. 119988.  
Gls. 76000.  
Lds. 429.

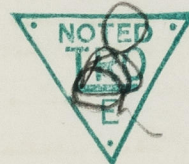
VESSEL'S NAME OTTAWA.

REPORT

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 2 S.C.S.A.  
5 Cyl. 28<sup>9</sup>/16" - 88<sup>9</sup>/16"  
MN 1326.

~~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 propelling machinery were approved in the Secretary's letter of 22.2.50 for a service speed of 120 R.P.M.

Similar calculations for the 60 KW generator set were approved in the Secretary's letter of 24.11.49. for a service speed of 1,000 R.P.M.

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 8,50

"Carrying petroleum in bulk"

2 DB 180 lb.

Note for S.R.L.

Exhaust gas economiser to be examined  
at each DBS.

End

15.9.50.



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