

Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME "SRI TINJAR" REPORT H.Kg. No. 11536.

ks 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 2 Oil Engines 2 SCSA with S.R. gearing to 2 screwshafts.

Each 6 cyl. $4\frac{1}{4}$ " - 5"

New MN = 66.

~~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 1.8.53 for an engine speed of 1800 rpm.

The main engines were not built under Special Survey but are of well-known make and have been opened out and examined and found in good order.

The Surveyor states the materials of the bronze propellers is not in accordance with Rule requirements and recommends an LMC record be assigned when they have been changed for propellers complying with the Rules.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she ~~is~~ WILL BE eligible to be classed LMC 6.53, when propellers complying with the Society Rules have been fitted.



Sub
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11.8.53.

Lloyd's Register
Foundation

603824-003831-0058