

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "MUTLAH" REPORT Gls. No. 71426

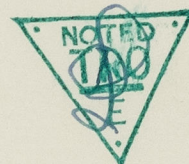
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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.

3-Cy. 23 $\frac{5}{8}$ " - 91 $\frac{5}{16}$ "

MN 534

~~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

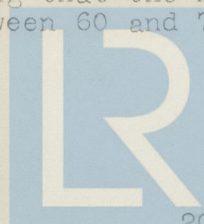
The torsional vibration characteristics for the main engines have been examined in conjunction with the Firm's calculations and found satisfactory, provided a notice board be fitted at the Control Station stating that the main engines should not be run continuously between 60 and 71 R.P.M.

Secretary's letter to Glasgow, 23. 11. 46.

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 1.47.

2 DB 120 lb.

An entry should be made in the machinery certificate and in the S.P.L stating that the main engines should not be run continuously between 60 and 71 R.P.M.



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Lloyd's Register
Foundation

20. 2. 47.

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