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by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "GRONLAND"

REPORT

Ham. 1750

Aug. 61

Aug. 84

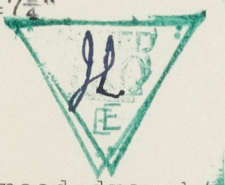
Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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.D.A.

8 Cyl.  $27\frac{9}{16}$ " -  $47\frac{1}{4}$ "

New MN 1600

~~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 8.10.51 for a service speed of 113 R.P.M., provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 56 and 67 R.P.M. and the engine tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

Similar calculations for the 130 KW generator sets were approved in the Secretary's letter of 13.5.52 for a service speed of 500 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

\* IMC 2.52,  
"Carrying Petroleum in Bulk",  
2 DB 171 lb.  
DB(WT) 171 lb.

Exh. gas economiser.  
End

Deleted from B.  
17.7.52  
10/1/52



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Lloyd's Register Foundation

004194-004199-0301