

d by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SEL'S NAME "VENUS" REPORT Mmo. 2747
Got. No. 16835

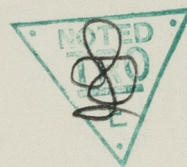
Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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.

6 Cyl. $28\frac{3}{8}$ " - $47\frac{1}{4}$ "

MN 1686

~~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 12.4.49 for a service speed of 110 R.P.M.

Similar calculations for the 150 KW generator sets were approved in the Secretary's letter of 23.7.48 for a service speed of 350 R.P.M.

The Surveyor states that a spare motor generator for lighting purposes has not been fitted and recommends this be done by end of 10.50.

The machinery requirements for the notation "Strengthened for navigation in Ice" have been complied with.

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 10.49

2 DB 180 lb.

"Strengthened for navigation in Ice"

"Carrying petroleum in bulk"

Subject as recommended. J.N.

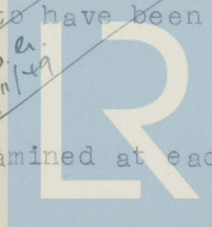
The Malmo Surveyor should be informed the certificates covering both bronze propellers do not appear to have been received and should be forwarded as soon as possible.

Note for S.R.L.

Exhaust gas economiser to be examined at each DBS.

004206-004212-0135

23. 11. 49.



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