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Engineer Surveyor Received from Chief Engineer Surveyor

IME "BONITA" REPORT Bmn. No. 391

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

Endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points noted in the endorsement. - Extract from Sub-Committee's Report, 24/5/52.

of Engine Oil Engine 2 S.C.D.A.

8 Cyl. 23 5/8" - 43 5/16"

New MN 1300

~~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 21.6.51 for a service speed of 125 R.P.M., provided a notice board be fitted at the control station stating that the main engine must not be run continuously between 50 and 58 R.P.M. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

Similar calculations for the 150 KW generator sets were approved in Secretary's letter of 10.7.51 for a service speed of 450 R.P.M.

The crankshaft of one of the generator engines was found to have a defect, and was returned to the Makers.

Owing to lack of time, a similar crankshaft tested by Norske Veritas has been fitted. This shaft examined in finished condition and found in good condition.

Material test results were satisfactory and the Owners have agreed to accept same.

IT IS SUBMITTED, in all the circumstances, this shaft might be accepted in this instance.

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 4.52,

"Carrying Petroleum in Bulk",

2 DB 180 lb.

for S.R.L.

Exhaust gas economiser to be examined at each DBS.



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