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Received from Chief Engineer Surveyor

REPORT

Gls.

80034

Sou.

No. 21283

Lon.

124916

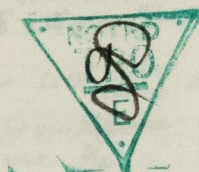
is of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

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 2SCSA

6 cylinder 29 $\frac{1}{2}$ " - 98.7/16"

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 31.5.49. for a service speed of 104 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 55 and 65 RPM and the tachometer be marked accordingly. The machinery certificate should be endorsed accordingly and a suitable entry made in SRL.

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 3.53

*LMC 3,53
"Carrying Petroleum in Bulk"
2 DB 180 lb.

COLE

1.4.53



Lloyd's Register
Foundation

004564-004572-0275

arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into
from one compartment to another. Yes. Is the shaft tunnel watertight none. Is it fitted with a watertight door —