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Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SHIP'S NAME "CALTEX CALCUTTA" REPORT Sld. 35918.
Hpl. No. 19321.
Gls. 78190.

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 Engine 2 SCSSA
5 cyl. 26³/₈" - 91⁵/₁₆"
New MN 1032.

Mch. 15091.
Leeds. 769.
Lon. 123904.

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 12.4.51. for a service speed of 108 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 66 and 78 RPM and the 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 150 KW generator sets were approved in the Secretary's letter of 2.7.51 for a service speed of 500 RPM.

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 11,52

Carrying Petroleum in Bulk.
* 2 DB(WT) 220 lb.
DB 100 lb.

Aux B
* 2 WT 250 lb Spt 220 lb
Aux B 100 lb.
28/9/60



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Lloyd's Register Foundation



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