

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "PATELLA" REPORT Bel. No. 14303

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 Engines 4 S.C.S.A.

8 Cy. 25 $\frac{9}{16}$ " - 55 $\frac{1}{8}$ "

MN 714



If-Boilers-fitted-with-forced-draught

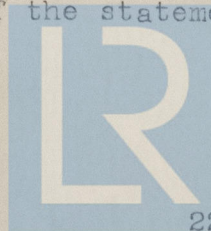
Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

The torsional vibration characteristics of main engines have been examined in conjunction with the Firm's calculations and are satisfactory.

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 12.46. 2 D.B. 180 lb.

The Belfast Surveyors should be reminded that in accordance with Circular 1843, para. (d) the particulars of the clause relating to torsional vibration characteristics for builders signature should be adhered to. They should also be requested to explain the significance of the statement of gastight fittings reported on Page 2, Report 13.



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