

red by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

Gen. 16821

Tri. 13198

H.Kg. No. 9477

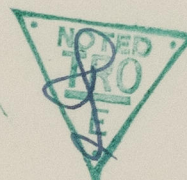
SSFL'S NAME "TOMAR"

REPORT

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.
 9 Cyl. 25 $\frac{3}{16}$ " - 45 $\frac{1}{16}$ "
 MN 1992



~~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 Secretary's letter of 2.5.49 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 85 and 95 R.P.M.

The Machinery Certificate should be endorsed accordingly and a suitable note placed in the S.R.L.

Similar calculations in respect of the 200 KW generator sets were approved for a service speed of 375 R.P.M. in Secretary's letter of 5.3.47.

The "Rule requirements for the notation "Carrying Vegetable Oil in Bulk" 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 10.48.

DB 100 lb.

"Carrying Vegetable Oil in Bulk"



19. 5. 49.

Lloyd's Register
Foundation

004684-004692-0249