

d by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

S NAME "HOLMGLEN"

REPORT

Kel.

1162

Gro.

No. 1269

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 SCSA.

8 cylinders 290 - 420mm.

MN. 96.

~~If Boilers fitted with fore-draught~~

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of approved type Yes.

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter dated 11.11.54., for a service speed of 340 RPM.

The Machinery requirements for the notation "Strengthened for Navigation in Ice" have been complied with.

Spare parts for the main thrust block, as required by the Rules, have yet to be placed on board.

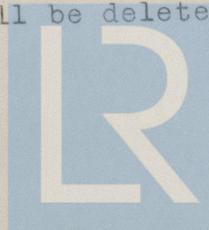
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed LMC 3.56.

"Strengthened for Navigation in Ice." subject to spare parts for the main thrust block being placed on board at the earliest opportunity.

spare thrust parts now on board

The Owners should be advised that when the spare cast iron propeller is fitted, the notation, "Strengthened for Navigation in Ice" will be deleted.

28/9/56



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4.6.56.

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