

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "SANTA MAFALDA"

REPORT

Gen. 16926
Gls. 72645
Lgn. No. 1306
Gen. 16542

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 4 S.C.S.A.
8 Cyl. 15 $\frac{3}{8}$ " - 26 $\frac{3}{4}$ "
MN 198



~~-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 15.12.48 for a service speed of 275 R.P.M. for a duplicate case.

Similar calculations in respect of the 180 B.H.P. and 120 B.H.P. generator sets were approved in Secretary's letters of 30.8.48 and 1.4.48 respectively for a service speed of 430 R.P.M.

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

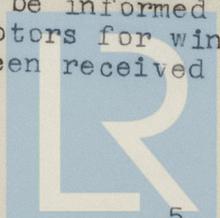
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

* LMC 8.48.
DB 105 lb.

"Strengthened for Navigation in Ice"

The Genoa Surveyors should be asked to state whether the Owners' consent in writing has been obtained covering acceptance of shunt-wound generators. (See Secretary's letter of 17.2.48.)

The Leghorn Surveyors should be informed that Makers' Test Certificates covering electric motors for windlass and Warping winch do not appear to have been received and should be forwarded as soon as possible.



Lloyd's Register Foundation

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