

Cdz. 2807  
Bcl. 6760  
Mad. B.18

1E

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME BONIFAZBbo. 12512  
REPORT Val. 869

No.

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 2 S.C.S.A. (B. & W. Type)  
6 cylinders 740 mm x 1600 mm (supercharged)  
M.N. 1,500 B.H.P. 7,500

~~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 dated 7.12.56 for a speed of 115 RPM. provided the engine is not run continuously between 56/67 RPM.

Similar calculations for the three 125 Kw. diesel dynamo sets were approved in the Secretary's letter dated 13.11.56 for 350 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 2.59 (+LMC  
(2 W.T.D.B. 200 lbs

# SUBJECT

to the screwshaft liner being specially examined and dealt with as necessary before the end of 1.60.

Note for SRL: Exhaust Gas Economiser (WP 227 lbs) to be examined periodically

The Cadiz Surveyors should be requested:-

- 1) In all future cases to write the titles on, and endorse, all plans submitted to this Office or sent for record purposes.
- 2) To state the moment of inertia and give details of the cast iron spare propeller and to do so in all future cases.
- 3) To inform this Office immediately on receiving information that the safety valves of the Exhaust Gas Economiser have been adjusted to 16 Kgs/cm<sup>2</sup> in accordance with the Secretary's letter dated 26.2.59.
- 4) To state whether both halves of the screwshaft liner were satisfactorily water tested before being shrunk on the shaft.

The Barcelona Surveyors should be referred to their Rpt 4b, No. 6760 and be requested to comment on the reported scavenge air pressure of the engine and whether this should read 0.45 Kgs.