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d by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SEL'S NAME "ORANJEPOLDER"

REPORT

Gro	1025
Ams	19485
Ams	No. 19484
Ams	19557

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, 24/5/02.)

Type of Engine Oil Engine 4SCSA

8 cylinders 15 $\frac{3}{8}$ " - 26 $\frac{3}{4}$ "

New MN 220

~~If Boilers fitted with forced 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 of 21.6.54. for a service speed of 275 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 LMC 9,54

Note for RB:-

2 electric generators:- Starboard Forward
Starboard Aft

It is noted that Certificates for the bronze propeller, hand compressor and auxiliary air receiver will be forwarded in due course. Rec'd.

To comply with Rule requirements an additional 45 Litre extinguisher requires to be fitted in the engine room of this vessel. It is however concluded, but should be confirmed, that this vessel is of the "Coaster" type referred to in Mr. Van der Weel's letter of the 19.8.54. regarding the ship "GRAMSBERGEN", and that the fire extinguishing apparatus in the engine room of this vessel has been approved by the Netherlands Shipping Inspectorate. // Yes. See Hagen letter of 7/12/54.



2.12.54.

Lloyd's Register
Foundation

005013-005019-0091