

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

S NAME "ALVA CAPE"

REPORT

Gls.

80920

Grk

No. 25002

marks 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 2SCSA

6 cylinders 26 $\frac{3}{8}$ " - 91.5/16"

New MN 1430

~~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 of 3.10.51. for a service speed of 114 and a trial speed of 116 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 44 and 54 RPM and the tachometer be marked accordingly. The machinery certificate should be endorsed accordingly and a suitable entry made in the SRL.

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 9,53

2 DB 220 lb.

Carrying Petroleum in Bulk

gs
6.11.53.

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Lloyd's Register
Foundation

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