

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "VAGAN" REPORT Tri. 13076  
Gen. No. 16425

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 Engine 2 S.C.S.A.

5 Cyl. 14  $\frac{3}{16}$ " - 25  $\frac{9}{16}$ "

MN 175

~~If-Boilers-fitted-with-foreed-draught~~

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of } Yes  
approved type

The torsional vibration characteristics of the main machinery were approved in Secretary's letter of 4. 9. 46 for a service speed of 220 R.P.M.

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 6.47.

The Trieste Surveyors should be informed it is concluded No. 3 hold has two bilge suction of 50 m.m. diameter each but this should be confirmed.

The Trieste Surveyors should also be advised it is concluded the three auxiliary generator engines were built under survey but, since no information has been given by them, they should ask the Genoa Office for details, etc., and advise this office. X



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