

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME

"PARGO"

REPORT

Gro. 335

Gro. No. 316

Wtr. 256 & 257

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. with S.R. gearing

6 Cyl.  $9\frac{7}{16}$ " -  $15\frac{3}{4}$ "

MN 94

~~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 Secretary's letter of 19.5.48 for an engine service speed of 400 R.P.M., also trawling engine speeds of 185 to 189 R.P.M. provided a notice board be fitted at the control station stating that the main engine must not be run continuously between 130 and 160 R.P.M. The Machinery Certificate should be endorsed accordingly and a suitable note placed in the S.P.L.

The Surveyor states the 20 KW generator driven from the main engine shafting is not satisfactory and recommends it be renewed on arrival in Portugal before being put into commission.

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 4.49.

Subject to the 20 KW generator being renewed on arrival in Portugal and before the vessel is placed in commission.

The Groningen Surveyors should be informed, with reference to the 15 KW generator, it appears from the Makers' Test Certificate that this machine was not tested at the full power of 120 amps, but that even so the temperature rises appear to be above Rule requirements with Class "A" insulation. They should therefore be asked whether this machine has Class "B" insulation.

Further, the Test Certificates for this machine, the lubricating oil pump, motor and the oil fuel transfer pump motor make no mention of a high-voltage test having been carried out. Has this been done?

See Ref. No. 7  
15+18/7/49 &  
endorsement of 22/7/49

End 2. 6. 49.

7210-21200-699800

Register  
Foundation