

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VES NAME

ETNEFJELL.

REPORT

Got. 17700.

Gls. No. 74918.

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.

7 Cyl. 29¹/₈" - 55¹/₈"

MN 1106.

~~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 letters of 12.7.48 and 11.3.50 for a service speed of 105 R.P.M., provided a notice board be fitted at the control station stating that the engine must not be run continuously between 46 and 55 R.P.M.

The machinery certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

Similar calculations for the 165 KW generator sets were approved in the Secretary's letter of 22.12.48 for a service speed of 350 R.P.M.

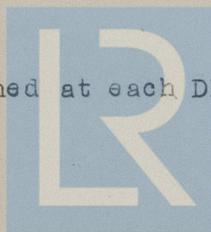
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed LMC 8,50

"Carrying Petroleum in Bulk"

2 DB 143 lb.

Note for S.R.L.

Exhaust gas economiser to be examined at each DBS.



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Lloyd's Register
Foundation

21.9.50.

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