

Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME NORVEST

REPORT Sng.

7631

No. 7632

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.)

REPAIRS TO ENGINES AND BOLLERS DUE TO DAMAGE THROUGH

This motor tanker was constructed in Norway to Norske Veritas class. Classification with this Society is desired.

First Entry Reports and plans of the machinery have been examined and found in order except that the bilge suction arrangements for the machinery space is not in order.

The First Entry on the electrical installation has been withheld pending a ruling on the pumping arrangements. The plan is approved. The screwshaft has been examined.

IT IS SUBMITTED that the vessel WILL BE eligible for a record of LMC 4.48 S 10.47 when the bilge arrangements to the machinery space have been satisfactorily completed and a First Entry Report on the electrical installation has been examined and found in order.

The Owners and also the Surveyors should be informed that in view of the size and restricted class of the above vessel an additional bilge pump will not be required provided the salvage pump be secured in a suitable position on deck and be fitted with a permanent direct bilge suction to the machinery space.

Particulars for the Register Book.

Oil Engine 4 SCSEA.

Cyl 8 3/4" - 11 1/2" M.N. 30.



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2.7.48.

Lloyd's Register
Foundation

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