

ived by Chief Engineer Surveyor _____

Received from Chief Engineer Surveyor _____

SSFL'S NAME "WARMIA"

REPORT

Not. 262
 Not. 308
 Hul. No. 55304
 Gls. 73263

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.

6 Cyl. 13 $\frac{3}{8}$ " - 22 $\frac{7}{16}$ "

MN 225

~~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 22. 1. 47. for a service speed of 250 R.P.M. provided a notice board be fitted at the control station stating that the main engines must not be run continuously between 150 and 175 R.P.M.

The Machinery Certificate should be endorsed accordingly and a suitable entry placed in the S.R.L.

Similar calculations in respect of the 100 KW generators were approved in Secretary's letter of 30. 4. 47. for a service speed of 600 R.P.M.

The machinery requirements for the notation "Strengthened for Navigation in Ice" have been complied with.

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 10.48.

"Strengthened for Navigation in Ice"



2020

8. 1. 49.
 Lloyd's Register
 Foundation

008831 - 008838 - 0152