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by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME "HAVJARL"

REPORT

Mmo 3325  
Got 20176  
Gls No. 79784

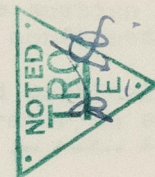
Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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, 24/5/52.)

Type of Engine Oil Engine 2SCSA

7 cylinders 30.11/16" - 55 $\frac{1}{8}$ "

New MN 1260



~~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 letter of 18.6.52. for a service speed of 115 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 50 and 60 RPM and the tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the SRL.

Similar calculations for the 275 KVA generator sets were approved in the Secretary's letter of 6.10.53. for a service speed of 350 RPM.

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

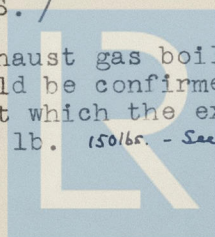
LMC 3,54

2 DB 150 lb.

"Carrying Petroleum in Bulk"

Note for SRL:- Exhaust gas economiser to be examined at each DBS.

It is concluded that the exhaust gas boiler cannot work independently of the Scotch boilers but this should be confirmed; the Surveyors should be requested to confirm the pressure at which the exhaust gas boiler safety valves were adjusted, 150 lb. or 180 lb. 150 lbs. - See Malmo letter of 20/5/54



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2.

"HAVJARL"

It is concluded that the 10" emergency bilge suction in the engine room has been fitted, but this should be confirmed. *yes*

The Surveyors should be requested to forward particulars regarding the steam engine driving the 190 KVA generator to enable a Certificate or First Entry Report to be obtained. *See memo letter 22/5/54*

*JS*  
10.5.54.



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