

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SF/S NAME "PORT SAID" REPORT Tri. No. 13245

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. 28 $\frac{3}{8}$ " - 49 $\frac{3}{16}$ "
 MN 842

~~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 Secretary's letter of 15.12.48 for a service speed of 130 R.P.M. provided a notice board be fitted at the control station stating that the main engines must not be run continuously below 40 R.P.M. The Machinery Certificate should be endorsed accordingly and a suitable entry placed in the S.E.L.

Similar calculations in respect of the auxiliary generator sets were approved in Secretary's letter of 4.11.48 for a service speed of 320 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 3.49.
 DB 100 lb.



Note for R.M.C. 3 electric generators:-
 Port For?
 Port Aft
 Port Inner.



© 2021

Lloyd's Register Foundation

009182 - 009191 - 0035