

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "SNOWCEM"

REPORT

 Lon. 114707/8  
 Gls. 71940  
 Hul. No. 54614

The 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.  $9\frac{13}{16}$ " -  $16\frac{9}{16}$ "  
 MN 116

~~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 12. 1. 48. for a service speed of 300 R.P.M. provided a notice board be placed at the control station stating that the main engine must not be run continuously between 160 and 180 R.P.M.

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

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 12.47.

The Hull Surveyors should be informed it is concluded the screw shaft diameter at the top of the cone is  $6\frac{7}{8}$ " as approved and not  $6\frac{1}{8}$ " as reported, but this should be confirmed. X



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