

ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

P'S NAME "BONAVISTA"

REPORT

Mtl. 10371
Not. No. 1177
Abn. 23944

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

Fairbanks Morse type
Oil Engines 2 SCSA (opposed piston) with hydraulic coupling and S.R. gear to screw shaft.

8 cylinders $8\frac{1}{8}$ " x ~~20~~ *20*" *R 11/6/56*

MN. 256.

~~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 dated 8.2.55., for a service speed of 720 RPM, and a corresponding propeller speed of 206 RPM

Similar calculations for 100 KW. diesel generator sets were approved in the Secretary's letter dated 26.8.54., for a service speed of 600 RPM.

Machinery requirements for the notation "Strengthened for Navigation in Ice." have been carried out.

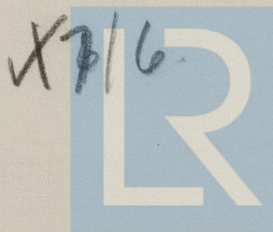
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

LMC 4.56.

"Strengthened for Navigation in Ice."

N.O.B. 15-els
The Surveyors should be requested to furnish full particulars of the domestic boiler fitted and their attention be called to Chap. C. para. 802 and Chap. G. para. 103 of the 1955 Rules.

NOTED FOR
POSTING
21/9/56



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Foundation

009888-009895-0042