

20 MAR 1954 E

red by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME OTIS

Hiel
REPORT Skm

274

No. 8038

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, 24/5/52.)

of Survey

~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

LME due 4.54 now held. DBS due 4.51 now held

The class is subject to the main engine crankshaft journals being specially examined before the end of 4.51, all main engine cylinders covers being examined and cleaned after next landing, to 10.5 main engine friction being removed as usual in return to Europe from her present voyage and to (a spare cylinder cover being supplied)

The main propelling machinery has been replaced by a new main engine built and installed in accordance with the Rules and approved plans. The torsional vibration characteristics of the shifting installation approved for a service speed of 250 RPM provided a notice board be fitted at control station stating that the engine is not to be operated continuously between 137 and 162 RPM and the engine tachometer be marked accordingly

The pipe arrangement for bilge pumping and cooling water has been amended in accordance with approved plans

The overflow pipes from the oil fuel settling tanks have been channelled led to a drain tank in the engine room

Damage due to heavy weather
a deck steam & exhaust pipe removed and the steering gear telemeter piping couplings overhauled

The requirements of a P. S. have been complied with, the DBS due 4.51 held and a new crankshaft fitted

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cc9962-009975-0224 P.T.O.

It is submitted that this
vessel is eligible for THE
RECORD. +LMC. 12.50

+NE 12.50
1735 12.50
S(N) 12.50

subject to (space engineering bolts
for intermediate shaft coupling be
supplied, without special conditions regarding
The owner should be requested to
arrange for a notice board to be
fitted at control station in engine
~~room as recommended~~ stating that
the main engine is not to be operated
continuously between 137 and 162 RPM
the engine tachometer being machined
accordingly.

The machining certificate should be enclosed
according to the above

Particulars for R.B.

Oil Engines 2SCSA

G/L 13 1/2 - 22 1/2 / 16

BHP 935

MN 200

Scum shaft fitted with continuous lines



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