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ed by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

PS NAME

"MOSOIL"

REPORT Augsburg.

No. 140.

121.

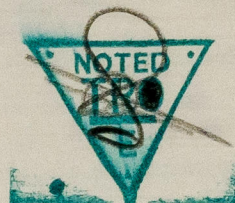
remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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 2SCSA

10 cylinder  $27\frac{9}{16}$ " -  $47\frac{1}{4}$ "

New MN 1330



~~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 10. 12. 51 for a service speed of 125 RPM.

Similar calculations for the 130 KW generator sets were approved in the Secretary's letter of 13. 5. 52 for a service speed of 500 RPM.

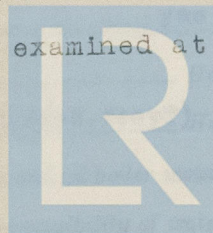
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed +LMC 8,52

Carrying Petroleum in Bulk

2DB 171 lb.

Note for S.R.L.

Exhaust gas economiser to be examined at each DBS.



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22. 10. 52.

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