

Received by Chief Engineer Surveyor

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VESSEL'S NAME "BOLLSTA"

REPORT

Not. 926
 Gls. 77818
 Bel. No. 15198
 Lon. 122401

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, 24/5/82.)

Type of Engine Oil Engine 2 S.C.S.A. with exhaust pistons same diameter as main pistons.

7 Cyl. $29\frac{1}{2}$ " - $59\frac{1}{16}$ " (Exhaust $19\frac{11}{16}$ ")

NN 1505

~~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 5.3.51 for a service speed of 110 R.P.M.

Similar calculations for the 75 KW generator sets were approved in the Secretary's letter of 17.2.50 for a service speed of 500 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 10.51,

"Carrying Petroleum in Bulk"

2 DB 180 lb.

Note for S.R.L.

✓ Exhaust gas economiser to be examined at each DBS.

21. 11. 51.



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Lloyd's Register
Foundation

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