

Received by Chief Engineer Surveyor.....

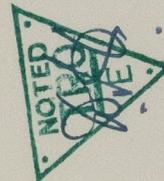
Received from Chief Engineer Surveyor.....

VESSEL'S NAME "JALTA" REPORT Bel. No. 14623

**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 4 S.C.S.A.  
6 Cyl. 29  $\frac{1}{8}$ " - 59  $\frac{1}{16}$ "  
MN 695

~~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 Secretary's letter of 11. 6. 47. for a service speed of 115 R.P.M.

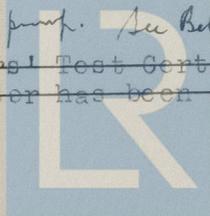
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed  LMC 9.48.

2 DB 150 lb.

The Belfast Surveyors should be asked to state which pump is used as standby for salt water cooling purposes. It would be appreciated if all such information could be given in all future cases.

Ballast pump. See Bel. No. 25/10/48

~~It is noted the Makers' Test Certificate for the oil engine driven electric generator has been asked for, and this is awaited. Ent.~~



Lloyd's Register  
Foundation

19. 10. 48.