

Eng Reports

Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....

NAME "CULEX" REPORT Kln. No. 115.

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

¹⁶The 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. with reverseduction gear
8 cylinders 320 - 450 mm.
M.N. 132.

xbtXBo iXems xbtX xed xktX xfo xed x fgnXx

Tail Shaft. If fitted with a continuous liner No.

If fitted with an outside gland of approved type, **Yes**

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter dated 24.7.56 for an engine speed of 375 R.P.M. and a corresponding propeller speed of 190 R.P.M, provided the engine is not run continuously below 100 R.P.M. The machinery certificate to be endorsed accordingly and a special note made in the SRL.

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~~ LMC
ES 12.57.

The Bremen Surveyor should be asked to state the volume of the main engine crankcase, also the number of total area of crankcase explosion relief devices. They should also confirm that a suitable notice board is fitted and the tachometer marked to indicate that continuous running below 100 RPM is to be avoided.

30.1.58.

also tachometer
Yes. ✓ 14/2.
R
11/12/58

The Surveyor states that this engine is controlled from a bridge and that no notice board is fitted to indicate the varied speed range. Submitted Owners asked to arrange for a suitable board to be fitted in early date. Meanwhile a note to be made in L regarding the fitting of this notice board
R 4/3/58 P.T.O.

Concluded that a tachometer
is part of the bridge control
gear and this should also be
marked

[Signature]

Oil engine 4.8 C.S.A. with
8 cylinders 380 - 480 mm.
M.N. 182.

XXXXXXXXXXXXXXXXXXXX

Tail shaft fitted with a continuous liner No.

it fitted with a continuous liner of approved type Yes
The torsional vibration characteristics of the main propelling
machinery were approved in the Secretary's letter dated 24.7.58 for
engines speed of 375 R.P.M. and a corresponding propeller speed of
100 R.P.M. provided the engine is not run continuously below 100 R.P.M.
machinery certificate to be endorsed accordingly and a special
made in the S.R.L.

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

able to be classed, S.R.L.
15.1.58.

The Bremen Surveyor should be asked to state the volume of
main engine crankcase, also the number of total area of crankcase
position relief devices. This should also confirm that a
table of the crankcase relief and the crankcase should be
checked that crankcase running below 100 R.P.M. is
covered

30.1.58.

[Signature]
11/1/58

The Surveyor states that the engine is controlled from
bridge by the motor gear which is fitted with a
intermittent clutch. The clutch is controlled by a
which is controlled by a motor gear which is fitted
on the motor gear which is controlled by a motor gear
of this motor gear
P.T.C. 4/3/58

