

1E

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME "297" REPORT No. 49417
GLS. 89122
AMS. 22562

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 2 S.C.S.A. (SULZER TYPE)
6 cylinders 760mm x 1550mm (Supercharged)
M.N. 1560 B.H.P. 7800

~~xxxBoilers 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 letters dated 29.9.59. and 26.4.60. for a speed of 119 RPM provided the engine is not run continuously between 27 and 33 RPM with either the working or spare propeller fitted.

Similar calculations for the three 180 KW diesel dynamo sets were approved in the Secretary's letter dated 3.10.56. for a speed of 620 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 3.60 (+ LMC
2 AUX. B. 100 lbs.

NOTE FOR S.R.L. / APPENDIX

Exhaust gas economiser (W.P. 128 lbs.)
to be examined at each AUX. B.S.

21.6.60.

NOTE FOR ENG RPTS ONLY

De Schelde's liners radiographed
fitted — M.E.



010554-010562-0262