

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "ANTONIO ZOTTI" REPORT Tri. No. 13043

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.D.A.
 6 Cyl. $25\frac{3}{16}$ " - $45\frac{11}{16}$ "
 MN 1328


~~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 machinery were approved in Secretary's letter of 12. 11. 46 provided a notice board be fitted at the control station stating that the main engine must not run continuously between 73 and 85 r.p.m.

The machinery certificate should be endorsed accordingly and a suitable note made in the S.R. List.

In accordance with endorsement dated 30. 5. 46, this machinery is not eligible for the distinguishing mark , since part of the machinery was built under the supervision of the Registro Italiano.

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 2.47.

DB 185 lb.



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10. 7. 47.

Lloyd's Register Foundation

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