

Received by Chief Engineer Surveyor.....

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BMN 303

SHIP'S NAME "STANVALE".

REPORT Got. No. 23115.

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 Engines 2.S.C.S.A. (Gotaverken type).
8 cylinders 760 - 1500 mm.
M.N. 1500.

~~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 dated 22.3.56, for a service speed of 112 RPM provided the engine is not run continuously between 88 and 94 RPM. The Machinery Certificate to be endorsed accordingly and a special note made in the SRL.

Similar calculations for the 200 Kw. dynamo sets were approved in the Secretary's letter dated 28.2.57 for a speed of 350 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

*LMC 2.57.
2 DB 150 lb.

"Carrying Petroleum in Bulk".



Note for SRL Exhaust gas economiser to be examined at each DBS.



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This Certificate...
"While the...
understood the...
instructed in...
of for any error...
of the Society."
(Cert. B.I.) 80m