

Received by Chief Engineer Surveyor.....

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SHIP'S NAME.....ARUM

REPORT.....HUL. 65692  
ARG. 17978

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. with controlled pitch propeller

7 cylinders 290mm x 490mm

M.N. 168 B.H.P. 840

~~XXXXXXX~~

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 letters dated 8.3.60. and 1.6.60. for a speed of 310 RPM provided the engine is not run continuously below 125 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 1.60.

20.6.60.

The Hull Surveyor should be requested to confirm an automatic voltage regulator was fitted in connection with the generator belt driven from the main engine.

The Cape Town Surveyors should be requested to arrange for a notice board to be fitted at the Control Station indicating the Barred Speed Range, and tachometer marked accordingly. They should inform this Office when this has been dealt with.

B.S.R. as noted above.



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Lloyd's Register  
Foundation