

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME.....CHARMO.....

REPORT.....

LON.....

142598

No.....140638

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 2 Oil Engines 4 S.C.S.A. through single reduction reverse gear to one screwshaft

each 4 cylinders $8\frac{3}{4}$ " x $11\frac{1}{2}$ " (Supercharged)

M.N. 99 B.H.P. 496

~~NO BOILERS FITTED WITH FORCED DRAUGHT~~

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 1.6.59. for an engine speed of 600 RPM and corresponding propeller speed of 240 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 4.60.

"Oil Tanker F.P. above 150°F ".

Subject to the stem tube being renewed by Sept. 1960.

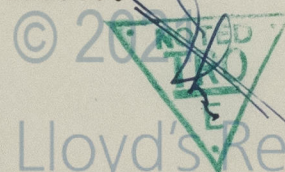
It is concluded that an Automatic Voltage Regulator is fitted in connection with the Mains driven generator but this should be confirmed

efb

12/6



8.6.60.



Lloyd's Register Foundation

