d by Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....

S NAME "LA ESTANCIA" REPORT MSL 12871/2/3. HAV 10167. LTH No. 24686. MCH 164. E.I.D. 1918.

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. (GOTAVERKEN TYPE)

7 cylinders 630mm. x 1300mm.

M.N. 1176 B.H.P. 5800

~~[illegible]~~

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 26.5.59 and E.I.D. Report dated 18.5.60 for a speed of 125 R.P.M. provided that with the spare cast iron propeller fitted the engine is not run continuously between 50 and 55 R.P.M.

Similar calculations for the three 200 KW. diesel dynamo sets were approved in the Secretary's letter dated 5.2.59 for a speed of 600 R.P.M.

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 4.60 (+ LMC (2 AUX.B. 85lbs.

5.10.60.

NOTE. Marsrillers

The Surveyors should be requested to forward a Certificate for the intermediate shaft, endorse the Screwshaft Certificate as having been examined in the finished condition and found satisfactory and complete the Propeller Certificate attached herewith. This form should be used in all future cases where bronze propellers are reported upon.

The Hawn Surveyor

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