

Received by Chief Engineer Surveyor.....

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SHIP'S NAME 'NARVA'

REPORT

 Skm. 8912
 Got. 19218
 Ham. No. 2021

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 SCSA.
 6 Cyl. 13 $\frac{7}{16}$ " - 22 $\frac{13}{16}$ ".
 New MN 180.

~~If 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 of 13.2.50 for a service speed of 250 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 98 and 118 RPM and the tachometer be marked accordingly. The machinery certificate should be endorsed accordingly and a suitable entry made in SRL.

The machinery requirements for the notation "Strengthened for navigation in Ice" have been complied with.

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 *IMC 10.52.

Carrying Petroleum in Bulk.

"Strengthened for navigation in ice".

DB 178 lb.



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 Lloyd's Register
 Foundation

01197-011206-0041