

12th August, 1958.

MANCHESTER.

6.

MANCHESTER.

10.4.58.

5.5.58.

18523.

"KAMUNI" (Re-engining).

Bookers Shipping Co.

Furness S.B. Co.

Openshaw.

Crossley Brothers Ltd.

Contract 11911.
148197.

1958.

DIRECT DRIVE TO PROPELLER.

HRN4/40 Heavy Oil.

1.	1.				
4.	10 $\frac{1}{2}$ "	13 $\frac{1}{2}$ "	2.	Single.	
390.		400	400.		
95 p.s.i.		950 p.s.i.	76.		
	Vertical.				
	No.				

ports.

One 2 Tier D.A. Tandem Driven from crankshaft.

None.

3 p.s.i.

Yes.

One.

One.

One.

C.I.

C.I.

Yes.

Water.

Lub. Oil.

No.

No.

No.

No.

trunk.

46 cu. ft.

Yes.

Yes.

Compressed Air.

Yes.

Yes.

6 hours.

72.58.

Yes.

No.

5.

14 $\frac{7}{8}$ "

Solid.

7 $\frac{1}{4}$ "

9 $\frac{1}{4}$ "

3.23/32".

Steel.

35 T.P.S.I. MIN.

37 $\frac{1}{2}$ "

2166 lbs.

Yes.

155 lbs.

Flywheel bolted to crankshaft.



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011235-011243-0212 1/2

This engine l
oved plans and
workmanship i
following con
ur astern.
Attached her
Conn. Rod Cer
Thrust Shaft

T.15, T.16,

FRESH WATER PUMP
SEA " " " "
ENGINE LUB. OIL PUMP
LIFT LUB. OIL PUMP

3360 G.P.H.
3360 G.P.H.
2232 G.P.H.
3428 G.P.H.

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This engine has been constructed under special survey of tested materials and in accordance with the Rules, approved plans and Secretary's letters. The material is sound and, as far as can be seen, free from defects. Workmanship is good. The engine, coupled to a dynamometer, was tested at the Engine Builder's Works under following conditions of loading - 6 hours 100% engine rating, 1 hour 10% overload, governing, manoeuvring or astern.

Attached hereto Shaft Cert. F.6275.

Conn. Rod Certs. C.26006.

Thrust Shaft Cert. F.4015.

L. v. Hansen

T.15, T.16, T.28, T.27 L.V.H. 16.4.58.

5083 L.V.H. 1.9.55.

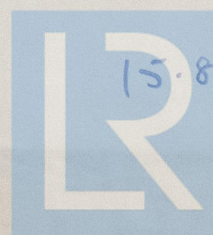
5649 L.V.H. 15.4.58.

24.10.57.

No. 10.4.58.

£35 - 0 - 0.

£1 - 10 - 0.



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