

Received by Chief Engineer Surveyor.....

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SHIP'S NAME "THE ST. JOSEPH ISLANDER" REPORT Tto. 2173
Cle. No. 1508

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 SCSA with hydraulic coupling
and S.R. gearing
Each engine 6 cyls. 5.1/8" - 6" One propeller forward
and one propeller aft
New MN 70

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No

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 of 4.11.52 for engine speed of 1400 RPM and corresponding nominal propeller speed of 474 RPM.

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 \oplus LMC 10, 52

"Strengthened for Navigation in Ice"

for \oplus see below



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cont/.....
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