

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

Stk
Ham
Got

12386
7502 1E
24772

S NAME

ARBAN

REPORT

Ips
Aug

139211
No. 1241

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. coupled to 2 screwshafts with reversible propellers.

Each 10 cylinders 400 mm x 600 mm (Supercharged)

M.N. 840

B.H.P. 4200

~~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 15.8.57 for a speed of 275 R.P.M. provided the engines are not run continuously between 80 and 100 R.P.M.

Similar calculations for the three 200 KVA diesel alternator sets were approved in the Secretary's letter dated 23.4.58 for a speed of 600 R.P.M.

The machinery requirements complied with for the notation "Strengthened for Navigation in Ice."

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

11.59 (+ LMC
(db 85 lbs.

Surveyors should be requested
and paying certificates for
R. crankshafts, which does
appear to have accompanied
board.

4/6 not recd.
15/6 5924



8.3.60

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Lloyd's Register
Foundation

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