

by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME

"VIRGINIA MARU"

REPORT

No.

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, 24/5/52.)

Type of Engine

Oil Engines 2 SCSA

6 cylinders 700mm. - 1,200mm.

M.N. 940



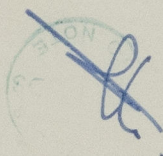
~~If Boilers fitted with forced draught~~

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 18.4.55 for a service speed of 128 RPM, provided a notice board be fitted at the Control Station stating that the Engine is not to be operated continuously below 30 RPM and the Engine Tachometer be marked accordingly. The Machinery Certificate should be endorsed to this effect and a suitable note made in the S.R.L.

Similar calculations for the 138 KW generator sets were approved in the Secretary's letter dated 7.6.55 for a service speed of 514 RPM.



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 LMC 6,55
2 D.B. 145 lbs.

~~The Yokohama Surveyors should be asked to forward Rpt. 7 for main and auxiliary machinery fittings.~~

~~It is concluded that all auxiliaries for essential services have been built under Survey, but this should be confirmed and certificates sent as per for Main and Auxiliary Air Receivers and compressors.~~



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Lloyd's Register
Foundation

611368-011377-0144

7.9.55.