

d by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME "SANDALWOOD"

REPORT

Nwc.

109294

Ids.

No. 560

Sld.

35775

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 S.C.S.A.

4 Cyl. $26\frac{3}{8}$ " - $91\frac{5}{16}$ "

New MN 850

~~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 of 26. 4. 51 for a service speed of 110 R.P.M.

provided a notice board be fitted at the control station stating that the engine governor be adjusted to prevent the engine speed rising above 122 R.P.M. and the engine tachometer be marked accordingly. The machinery certificate should be amended accordingly & a suitable entry made in S.R.L.

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 3.52,

"Carrying Petroleum in Bulk",

2 DB 160 lb.

CDM

30. 4. 52.



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