

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "VATNAJOKULL" REPORT Skm. No. 6612

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.

5 Cyl. 13 $\frac{3}{8}$ " - 22 $\frac{7}{16}$ "

MN 183

If 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 have been approved as per the Secretary's letter dated 31. 8. 45. for a service speed of 250 R.P.M. provided that a notice board be fitted at the Control Station stating that the engines of this vessel must not be run continuously between 120 and 160 R.P.M.

The certificate should be endorsed accordingly and an appropriate entry made in the S.R. List, also that relief valves should be fitted to the cylinders of the two auxiliary engines at the earliest opportunity.

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 8.47,

O.G.

Subject to relief valves being fitted to the cylinders of the two auxiliary engines at the earliest opportunity.



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