

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

L'S NAME "TIO PEPE" REPORT Bbo. 10534
 Bbo. 10648
 Bal. No 5225
 Cdz. 1991

arks 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.

6 Cyl. $9\frac{7}{16}$ " - $14\frac{9}{16}$ "

MN 102

~~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 19. 2. 47 for a service speed of 372 R.P.M., provided a notice board be fitted at the control station stating that the engines must not be run continuously between 145 and 175 R.P.M.

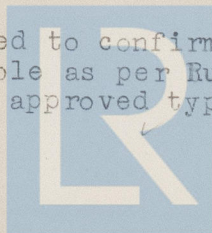
The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

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 LMC 9.49.

CL 9.49

The Bilbao Surveyors should be asked to confirm whether a 2" diameter branch bilge suction has been fitted in the engine room, in addition to two direct suctions @ $2\frac{1}{2}$ " diameter as per approved plan.

The Cadiz Surveyors should be asked to confirm whether the various oil fuel valves have been made controllable as per Rule requirements, also whether the electrical fuses are of approved type.



Lloyd's Register
Foundation

011610-011618-0190

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