

Ahead... IP... ~~single reduction geared~~ to One propelling shafts. No. of primary pinions to each set of red...
Astern... IP... double reduction geared

1E

by Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....
NAME "TRUD" REPORT SKM No. 1093.
123556.
11816.
12320/1/2.
1326.

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

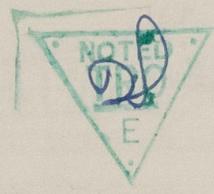
("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine 2 STEAM TURBINES D.R. geared to one Screwshaft.

H.S. 18025sq.ft.

M.N. 2750

S.H.P. 13750



If Boilers fitted with forced draught YES

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 19.6.58 for a propeller speed of 112 R.P.M.

Similar calculations for the 150 KVA. diesel alternator set were approved in the Secretary's letter dated 29.9.59 for a speed of 1200 R.P.M.

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
- 10.60 (2 WTB. 725lbs. (Spt. 700lbs. - 900°F.)
- (S.G. 150lbs.
- (S.P.S.
- (Oil Tanker



Lloyd's Register Foundation

011619-011627-0022

the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks