

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "SWAROZYC"

REPORT

Ams. 16572

Rot. No. 29966

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 Compound 16 $\frac{3}{4}$ " (2) x 35 $\frac{7}{16}$ " (2) - 37 $\frac{3}{8}$ "
 5490
 HS ~~4200~~ sq. ft.
 MN 330

If Boilers fitted with forced draught Yes

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of approved type Yes

The materials of the straight shafting and the boilers were tested by Germanischer Lloyd Surveyors during the war, and the decision to withhold the distinguishing mark in respect of the machinery is given in the Secretary's letter of 24. 4. 47. to the Amsterdam Surveyors.

The machinery requirements for the notation "Strengthened for Navigation in Ice" have been complied with.

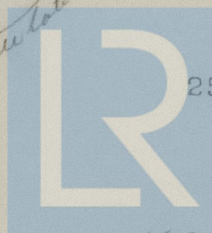
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed LMC 3.48.

2 SB 213 lb. (Spt.) F.D.

S(OG) 348

Noted
 20/2/49
 Recd. later Report.

End.



© 2021

25. 5. 48.

Lloyd's Register
 Foundation

011636-011645-0040