

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME "SETIABUDHI"

REPORT

SMK

1780.

YKA

3546.

YKA

No. 3511.

KOB

8875.

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

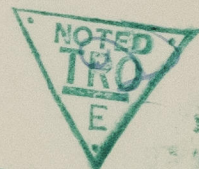
("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract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

Type of Engine Oil Engine 2 S.C.S.A. (M.A.N. type)

7 cylinders 780mm. x 1400mm.

M.N. 1790

B.H.P. 8950



~~XX~~

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 5.10.60 for a speed of 118 R.P.M.

Similar calculations for the three 400 KVA. diesel alternator sets were approved in the Secretary's letter dated 9.1.61 for a speed of 600 R.P.M.

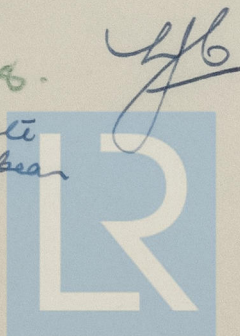
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

2.61 ( + LMC  
( AUX.B. 100lbs.  
( S.P.S.

*Surveyors should be requested and certificates for the Intermediate Survey Shafting, which do not appear to be accompanied his report*

## S.R.L. APPENDIX NOTE.

Exhaust Gas Economiser (135lbs.) to be examined at each A.B.S.



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27.7.61.

Lloyd's Register Foundation

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