

Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME "SHETLAND" REPORT Got. 18730  
 Got. No. 18563  
 Os1. 6689

Reports 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.

9 Cyl. 28<sup>3</sup>/<sub>8</sub>" - 49<sup>3</sup>/<sub>16</sub>"

MN 1263

~~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 20.4.49 for a service speed of 125 R.P.M.

Similar calculations for the 140 KW generator sets were approved in the Secretary's letter of 9.7.49 for a service speed of 450 R.P.M.

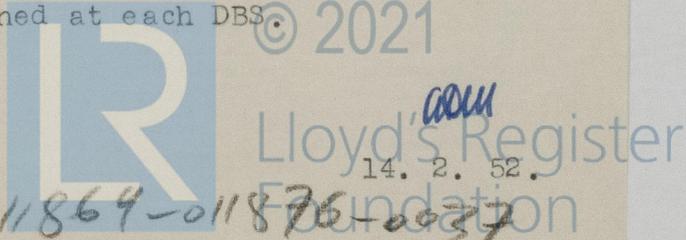
Machinery requirements for the notation "Strengthened for Navigation in Ice" have been complied with.

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 12.51,  
 "Carrying Petroleum in Bulk"  
 "Strengthened for Navigation in Ice"  
 2 DB 170 lb.

Note for S.R.L.

Exhaust gas economiser to be examined at each DBS.



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