

Received by Chief Engineer Surveyor.....

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SHIPS NAME "TUAREG" REPORT Grk. 24881.
 Not. No. 1026.
 Gls. 80064.

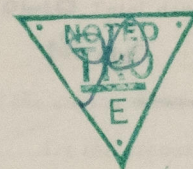
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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 SCSA.

6 cyl. 29 $\frac{1}{2}$ " - 59. 1/16" (Exhaust pistons 19. 11/16")

New MN 1440.



~~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 27.11.51 for a service speed of 115 rpm, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 67 and 80 rpm and the tachometer be marked accordingly. The machinery certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

Similar calculations for the 75 KW generator sets were approved in the Secretary's letter of 13.12.51 for a service speed of 600 RPM.

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

IMC 3.53
 Carrying petroleum in bulk.
 3 DB 180 lb.



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Lloyd's Register
 Foundation

01896-01904-0174

Small Auxiliary Air Compressors, No. ✓ No. of stages. ✓ diameters. ✓ stroke. ✓