

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME "FIACCOLA"

REPORT

Tri

No. 13997

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 2SCSA

10 cylinders 28 $\frac{3}{8}$ " - 49.3/16"

New MN 1400

~~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 letters of 21.7.54. and 13.9.54. for a service speed of 125 RPM.

Similar calculations for the 230 KW generator sets were approved in the Secretary's letter of 5.2.53. for a service speed of 500 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

*LMC 5,54

2 DB 171 lb.

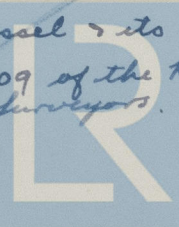
"Carrying Petroleum in Bulk"

24.9.54.

Circular 2032.

It is concluded that this vessel & its sister vessel "FIAMMA" comply with paragraph E.1209 of the Rules but this should be confirmed by the Trieste Surveyors.

See Jh 7/10



Lloyd's Register
Foundation

011912-011926-0084