

1 E

Chief Engineer Surveyor

Received from Chief Engineer Surveyor

V.S. NAME

"HEMBO"

REPORT

Ply.

8235.

Not.

No. 1032.

Ips.

125707.

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 4 SCSA.

7 cyl. 12 $\frac{1}{2}$ " - 15".

New MN 112.

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No.

If fitted with an outside gland of approved type Yes.

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 1.11.51 for a service speed of 430 RPM and a corresponding propeller speed of 143 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 1,53.

The Plymouth Surveyor in a letter states that owing to a misunderstanding the main engine air compressor was not built under survey, but found satisfactory when tried under working conditions and he recommends it be accepted.

COX
3. 3. 53.



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