

ed by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SHIP NAME

"SALAMIS"

REPORT

Ant  
Cpn

29250

No. 14490

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.)

of Survey

~~REPAIRS TO ENGINES AND BOILERS BUT TO DAMAGE THROUGH~~

Type of Engine Oil Engine 2SCSA

9 cylinders 29 $\frac{1}{8}$ " - 55 $\frac{1}{8}$ "

New MN 1540

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 21.5.53. for a service speed of 125 RPM.

The aggregate area of the safety valves of the donkey boilers was found to be insufficient and additional safety valves were fitted as a temporary measure until new larger size safety valves could be obtained. The Surveyor has made the class subject to the donkey boiler safety valves being renewed before 9,54 but it is considered that the present arrangements need not be made a condition of class but that the Owners be advised to notify our Surveyors when the new safety valves are fitted so that these can be adjusted under working conditions.

Similarly the Surveyor has recommended that the pumping arrangements in the dry cargo hold be placed in order before 9,54. The alterations required to the pumping arrangements consist of fitting a hand-pump and suction in the dry cargo hold for use when carrying low-flash oil in cases. It is considered that this need not be made a condition of class but the Owners should be advised not to carry low-flash oil in the dry cargo hold until the necessary alterations have been made and examined by one of the Society's Surveyors.

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 3,54

2 DB (Spt.) 185 lb./sq. in.  
"Carrying Petroleum in Bulk"

Note for SRL:- Exhaust gas economiser and exhaust gas superheater to be examined at each DBS.



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Lloyd's Register  
Foundation

7.7.54.

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