

Ship's name	"R.I. SORONG"	Port	SPT RKA " KLN "	No.	2589 2055 2251 2238 841 840
Type of Engine	Oil Engine	2 SCSA	(B & W type)		
	5 cylinders	500mm.	x 1100mm.		
	M.N. 700		B.H.P. 3500		
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 dated 30.7.64 for a speed of 170 R.P.M.

"The engine should not be operated continuously between 92 & 109 R.P.M. with the working Propeller fitted and with the spare C.I. Propeller fitted between 80 and 97 R.P.M."

Similar calculations for the 2 - 300KVA diesel alternator sets were approved in the Secretary's letter dated 28.5.63 for a speed of 750 R.P.M.

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

4 (Sub Hall) (+ LMC
3:65 (Aux. B. 170Lbs
(E.G. Aux. B. 85Lbs
(S.P.S.
(Oil Tanker

Regarding the screwshaft liner the Surveyor should be requested to state whether it was fitted in two pieces, and, if so does the joint comply with the "Instructions to Surveyors Amendment No. 2 Part 2B".

See letter
4/6/65
JTB

20.5.65
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012/24-012/28-0084

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It is observed that the Main Engine Crankcase relief devices are appreciably less than present Rule requirements, however the construction of this Engine was well advanced before the Rule was modified. In all future cases the NEW Rule should apply.



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