

Received by Chief Engineer Surveyor

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SHIP'S NAME "KAPITAN BELOUSOV"

REPORT Hfs.

No. 4154

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 6 Oil engines connected to 4 electric motors and screwshafts (2 aft, 2 forward)

8 cylinders 340 - 570 mm each
13.3/8" - 22.7/16"

MN 2400

~~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 the 11.6.52 for a service speed of 325 RPM and up to 400 RPM overboard speed provided torsigraph records taken from the completed installation were satisfactory. These records from the electric motor/propeller system have not yet been taken.

The torsional vibration characteristics of the four 200 KW generator sets were approved in the Secretary's letter of the 11.6.52 for a service speed of 550 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 1.55 subject to torsigraph records from the electric motor-propeller system being found satisfactory.
"Strengthened for Navigation in Ice"
2 DB (142 lbs)

It is concluded that the main and auxiliary diesel engine are fitted with crankcase explosion relief devices (Circ. 2045) also that the pumps for essential services at sea, the Certificates for which do



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