

Received by Chief Engineer Surveyor.....

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SHIP'S NAME "VARIDA"

REPORT

BOM
NOT

No. 15875.
1849.

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 S.C.S.A. through flexible coupling and S.R. Reverse gear to propeller.

5 cylinders 10¼" x 14½" (Supercharged)

M.N. 108

B.H.P. 540

Sundell

~~NO BOXERS 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 dated 4.8.61 for an engine speed of 600 R.P.M. and corresponding propeller speed of 300 R.P.M.

"The Main Engine should not be run continuously between 450 and 515 R.P.M."

The Surveyor reports the following items remain to complete the Survey:-

- 1) Main cables from both generators to be replaced by cables of Rule Capacity.
- 2) Ship to ship circuit cable to be installed as approved.
- 3) Notice Board to be fitted at shore supply connecting box on deck.
- 4) Main Engine tachometer to be marked for Barred Speed Range.
- 5) One jet nozzle to be supplied for E.R. fire hose and one additional to be supplied for deck equipment.

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 5:63 when the survey has been completed.

The Surveyors should be requested to state what arrangements have been made for the Survey to be completed.



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6.9.63.

Lloyd's Register Foundation

with 7/10/63. and memo 25/1/64

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