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of Engineer Surveyor ..... Received from Chief Engineer Surveyor ..... Skm. 8470  
 NAME "IRISH" ..... REPORT ..... Got. 18257  
 ..... Aug. 1449  
 ..... Lon. 121648 No. 52

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 2 S.C.S.A.  
 6 Cyl. 13<sup>9</sup>/<sub>16</sub>" - 22<sup>1</sup>/<sub>16</sub>"  
 MN 202

~~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 13.2.50 for a service speed of 250 R.P.M., provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 83 and 118 R.P.M. and the engine tachometer be marked accordingly. The Machinery Certificate should be marked accordingly and a suitable entry made in the S.R.L.

The machinery requirements for the notation "Strengthened for Navigation in Ice" have been complied with.

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 10.51,

"Carrying Petroleum in Bulk"  
 "Strengthened for Navigation in Ice"  
 DB 178 lb.