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by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

EL'S NAME

"RINGFJELL"

REPORT

Kel.

No. 168

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-DUE-TO-DAMAGE-THROUGH-

Reclassification

Action has already been deferred for completion of reclassification pending the fitting of lead sheathed cables as recommended. The Kiel Surveyor reports lead sheathed cables have now been fitted as required by the Rules.

A Continuous Survey partly held has also been advanced and a donkey boiler survey completely held.

In order to raise torsional natural frequency, the screwshafts and intermediate shafts have been removed and new larger diameter shafting fitted and examined.

The torsional vibration characteristics of this new shafting have been approved for a service speed of 140 RPM provided the governor be adjusted to prevent the engine speed rising above 150 RPM and the engine tachometer marked accordingly. In addition, a strong recommendation has been made that torsionograph records should be taken from the completed installation in service.

IT IS SUBMITTED the vessel is now eligible to be reclassified with records of LMC 5.49, DBS 4.50 and Both S N (CL) 4.50.

~~The Owners should be informed in accordance with the above.~~

Re-instate particulars in Register Book.

18. 5. 50.



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Lloyd's Register
Foundation

012439-012445-0292

Fee (per Section 20) Pt. C.S. £ 40. 0. 0

DBS 12 0 0

Damage or Repair Fee (per Section 20) T.S. 6 0 0

Fees applied for

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