

ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

P/S NAME "DAVANGER"

REPORT

Gls

81616

Grk

No. 25109

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 2SCSA

6 cylinders 29 $\frac{1}{2}$ " - 59.1/16" (Exhaust Piston 19.11/16")

New MN 1420

~~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 19.11.52. for a service speed of 114 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 69 and 82 RPM and the tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the SRL.

Similar calculations for the 150 KW generator sets were approved in the Secretary's letter of 28.8.52. for a service speed of 500 RPM.

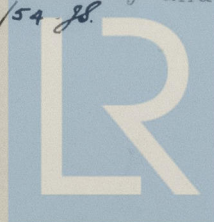
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

*LMC 3,54

"Carrying Petroleum in Bulk"

3 DB 180 lb.

The Greenock Surveyors should be requested to state if the fabricated MS bedplate, frames and scavenge belt were examined on completion of the full power trials of the machinery and found sound and free from defects. - See gls. letter of 27/4/54 JB.



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"DAVANGER"

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The Greenock Surveyors should also be requested to state in this, and in all future cases, where an exhaust gas 'boiler' is fitted, whether the exhaust gas 'boiler' is used only in conjunction with the Scotch Boilers or whether it can function independently. In the first case the 'boiler' is considered as an economiser, in the second case it is considered as a boiler. *See Greenock letter of 6/5/54.*

The Manchester Surveyors should be referred to their Certificates C.3167 & 8 relative to the 250 B.H.P. auxiliary engines fitted aboard this vessel and should be reminded that it is necessary to report on a form 4C all auxiliary engines which are required by the Rules to have the Torsional Vibration Characteristics investigated and they should be guided accordingly in all future cases.

J.S.
9.4.54.



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