

of a crank) ✓

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by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME "GEBOSO" REPORT Nwc 112733 Mch No 16640

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 2 Oil Engines 4 SCSA with S.R. gearing to 2 screw shafts. each 8 cylinders 140 mm. x 197 with S.R. gearing. M.N. 58

If Boilers fitted with forced draught No

Tail Shaft. If fitted with a continuous liner No (bronze)

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 letters of 1.3.55 and 25.8.55 for an engine service speed of 900 RPM and a corresponding propeller speed of 460 RPM, provided a notice board is fitted at the Control Station indicating that the Main Engine should not be operated continuously below 290 RPM. The Machinery Certificate should be endorsed accordingly and a suitable note made in the S.R.L.

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 8.55.

The Surveyors should be requested to forward certificates for the air receivers fitted on the vessel.

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18.10.55



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Lloyd's Register Foundation

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