

Received by Chief Engineer Surveyor.....

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VESSEL NAME "HOEGH CLIPPER"

REPORT

Kel. 794.  
Augs, No. 165.

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 2 SCDA.

8 cyl. 28. 3/8" - 47 1/2"

New MN 1820.

~~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 25.3.52 and 1.6.52 for a service speed of 110 RPM.

Similar calculations for the 200 KW generator sets were approved in the Secretary's letter of 17.3.52 for a service speed of 365 RPM.

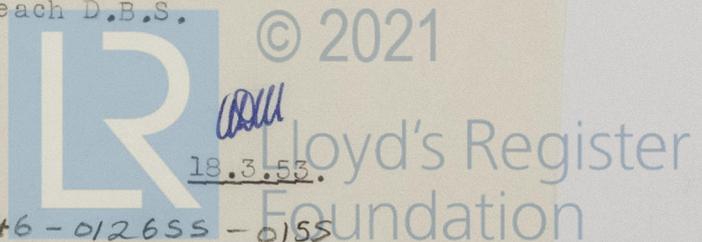
The machinery requirements for the notation "Carrying oil F.P. above 150°F or vegetable oil in midship deep tank and vegetable oil or latex in deep tank aft" also "strengthened for navigation in ice" have been complied with.

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 IMC 1,53

- "Strengthened for Navigation in Ice"
- "Carrying oil F.P. above 150°F or vegetable oil or latex in deep tank aft".
- D.B. 100 lb.

te for S.R.L.

Exhaust gas economiser to be examined at each D.B.S.



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