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Received by Chief Engineer Surveyor.....

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SHIP'S NAME.....STANVAC JURONG.....REPORT.....Kob. SNG.....No. 7273/3661

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 S.C.S.A. (MAK type) through clutches to two screwshafts each 6 cylinders 290mm x 420mm (Supercharged) M.N. 208 B.H.P. 1040

~~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 dated 23.2.60. for a speed of 350 RPM provided that

- (1) With the propeller clutch engaged the engine is not to be run above 350 RPM, and (see below) x
- (2) With the cargo pump clutch engaged the engine should be operated only in the speed range between 330 RPM and 350 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 11.59. (+ IMC "Oil tanker for Flashpoint above 150°F")

The Surveyors should be requested to issue an amended certificate showing the barred speed range given in the Secretary's letter dated 23.2.60. and confirm that arrangements have been made for the tachometer to be marked and a notice board fitted as indicated. They should also be requested to endorse the forging certificates "Examined in the finished condition and found satisfactory".

YJB

25.2.60,

Note for SRL Appendix

"M.E. cooling water and bilge shaft subject to high vibration stress and to be crack detected at special survey.



x. Provided the engine is not run continuously between 205 and 240 RPM nor between 290 and 330 R.P.M.

See SNG Report NO 14355 & London letter dated 4.5.60

now no speed restriction for engine & Propeller but as stated in letter when engaged to Cargo pumps. YJB 31/3/60

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