

Im, 12, 57

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Received by Chief Engineer Surveyor.....

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SHIP'S NAME STANVAC JURONG REPORT Kob. SNG No. 7273  
13661

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".

Note for SRL Appendix

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

25.2.60,

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.

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

4/6 31/3/60



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