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Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SHIP'S NAME 'LUCERNA'

REPORT

Mdb.	19748
Nwc.	109240
Lon.	No. 123700
Hpl.	19381

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 Oil Engine 2 SCSEA.

5 Cyl. 26 $\frac{3}{8}$ " - 91 $\frac{5}{16}$ ".

New MN 1100.

~~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 16.12.52 for a service speed of 112 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 70 and 84 RPM and the tachometer be marked accordingly.

The machinery certificate should be endorsed accordingly and a suitable entry made in SRL.

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 9.52.

"Carrying Petroleum in Bulk."

2 DB 180 lb.

29.12.52.

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012827-012835-0299

wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork.

in Air Compressors, No. None

No. of stages