

Received by Chief Engineer Surveyor.....

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SHIP'S NAME "VICTORIA MARU" REPORT Smk No. 291

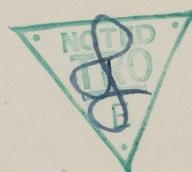
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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, 24/5/02.)

Type of Engine 2 Oil Engines 2SCSA

6 cylinders 28 $\frac{5}{8}$ " - 49.3/16" Each Engine

New MN = 1720

~~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 14.7.53. for a service speed of 128 RPM, provided a notice board be fitted at the control station stating that the engines are not to be operated continuously below 31 RPM and the engine tachometers to be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the SRL.

Similar calculations for the 245 KW generator sets were approved in the Secretary's letter of 21.7.53. for a service speed of 375 RPM.

The machinery requirements for the notation of "Carrying vegetable oil in deep tank aft" 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 *LMC 11,53

DB(WT) 100 lb.

"Carrying vegetable oil in deep tank aft"



gs.
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19.5.54.

Lloyd's Register
Foundation

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