

Received by Chief Engineer Surveyor.....

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SHIP'S NAME M.V. "THAMRIA"

REPORT

Kob. 8689  
Yka. No. 3535

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 S.C.S.A.

76y. 780 x 1400 mm (M.A.N. Type)  
M.N. 1790 B.H.P. 8950



~~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 dated 22.11.60 for a speed of 118 R.P.M.

Similar calculations for the three 400 KVA alternator sets were approved in the Secretary's letter dated 9.1.61 for a speed of 600 R.P.M.

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

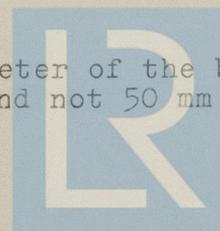
2.61 (+LMC  
(1 AB 100 lbs.  
(S.P.S.

*G.V.P.*  
30.5.61.

SRL Appendix. Exhaust Gas Economiser and forced circulating to be surveyed at each A.B.S.

It is concluded that the diameter of the bilge suction in Nos. 1, 2, 3, 4 and 5 holds is 80 mm and not 50 mm as reported, but this should be confirmed

*J.P. 22/6/61 2/6*



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