

separately
imum size

ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME "AGATAN"

REPORT

Stk.

1E
12248

Ham.

7105

Got.

24544

Ips.

No. 138313

Aug.

1160/119

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. (Supercharged) coupled to two shafts with reversible propellers

each 10 cylinders 400mm x 600mm

MN = 840 BHP = 4200

~~xxx butters 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 15.8.57 for a speed of 275 RPM provided the engines are not run continuously between 80 and 100 RPM.

Similar calculations for the three 200 KVA diesel alternator sets were approved in the Secretary's letter dated 23.4.58 for a speed of 600 RPM.

The machinery requirements complied with for the notation "Strengthened for Navigation in Ice".

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

9.59. (+ LMC
d.b. 85 lbs

4/6

