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Received by Chief Engineer Surveyor.....

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SHIP'S NAME "RAYLIGHT"

REPORT GRK

No. 27341

MCH

840

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 SCSSA through Metal Astik Coupling and S.R. Reverse gear to Screwshaft.

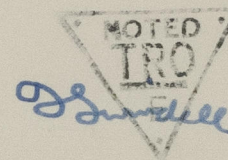
NOTED BY
CESR E.C.

6 Cylinders

7" x 9"

M.N. 60

B.H.P. 300



~~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 letters dated 6.3.63 and 5.4.63 for an engine speed of 750 R.P.M. and corresponding propeller speed of 200 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 + LMC 9:63

YJB

25.10.63

The Surveyor should be requested to endorse the attached shafting Certificate as having been "Examined on the finished condition and found satisfactory."

It is concluded that an Automatic Voltage Regulator was fitted in connection with the M.E. driven generator, but confirmation is desired.

NOTE FOR ENGINE REPORTS.

Screwshaft keyway complies with requirements for 4 yearly Survey.



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013224-40323-024