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Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

AME..... NARRA

Shm. 935

Yka. 2832

Rot. 6236

REPORT..... No.....

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.)

pe of Engine Oil Engines 2 S.C.S.A.

6 cylinders 520 mm x 700 mm

MN. 500

B.H.P. 2,500



~~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 8.5.59 for a speed of 220 RPM. provided the engine is not run continuously between 110 and 135 RPM.

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

2.59 { +LMC
{ W.T.D.B. 142 lbs

note for SRL: Exhaust Gas Economiser W.P. 185 lbs, to be examined periodically.

The Surveyor should be requested to state the cooling medium of the Main Engine cylinders, to state whether the engines are secured directly to tank top or to a built up seating, and to do so in all future cases. On Page 1 of Rpt 4b, items respecting "fitting out" should in future cases be filled in, and this page must not be left blank.

With 26/59.

G.H.H.
15/6/59.

X



12.5.59

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Lloyd's Register
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