

ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "SLIEDRECHT"

REPORT

Got. 17919,770.
 Skm. No. 7814
 Osl. 6575

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.

9 Cyl. $28\frac{3}{8}$ " - $49\frac{3}{16}$ "

MN 1263

~~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 20. 4. 49 for a service speed of 125 R.P.M.

Similar calculations for the 140 KW generator sets were approved in the Secretary's letter of 9. 7. 49 for a service speed of 450 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 11.50,
 "Carrying petroleum in Bulk"
 2 DB 170 lb.

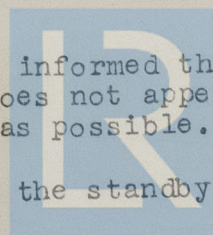
Note for S.R.L.

Exhaust gas economiser to be examined at each DBS.

The Gothenburg Surveyors should be informed the certificate covering the main air compressor motors does not appear to have been received and should be forwarded as soon as possible.

They should also be asked which is the standby fresh water cooling pump for the main engine.

013268-013277-0232 19. 1. 51.



© 2021

Lloyd's Register
 Foundation