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Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....

ME "LUGANSK" REPORT SMK YKA 1960. No. 4061.

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.)

Oil Engine 2 S.C.S.A. (SULZER TYPE)
9 cylinders 900mm. x 1550mm.
M.N. 3600 B.H.P. 18000

~~NO BOILERS FITTED WITH FORCED DRAUGHT~~



Tail Shaft If fitted with a continuous liner
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 25.5.61 for a speed of 119 R.P.M.

Similar calculations for the three 400KVA. diesel alternator sets were approved in the Secretary's letter dated 10.8.61 for a speed of 600 R.P.M.

The machinery requirements have been complied with for the notation "Ice, Class 3".

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

2.62 { + LMC
2 W.T. AUX.B. Primary 782lbs.
Secondary 228lbs.
Oil Tanker
SPS

APPENDIX.

Must gas economiser (W.P. 270lbs) be specially examined each A.B.S.
KOB Surveyors should be requested to forward a dramatic sketch showing the disposition of the rings for the Main Engine crankshaft covered by certificate No. M-71545.

KOB ltr 19/5/62 12/4/62

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NB. Total HS of oil aux blrs 7082 f

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