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Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SSEL'S NAME "POLST JARNAM"

REPORT

Ips. No. 115556

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.)

REPAIRS-TO-ENGINES-AND-BOILERS-DUE-TO-DAMAGE-THROUGH-
LMC AND SCREW SHAFT SURVEYS FOR CLASSIFICATION WITH LLOYD'S REGISTER.

The wood hull of this vessel was constructed in 1943 by Messrs. Richards Ironworks Ltd., Lowestoft, Norfolk under the supervision of this Society's Surveyors to Admiralty requirements.

The main machinery made by The National Supply Co. U.S.A. was not constructed under survey, but was installed on board under this Society's Supervision in accordance with the requirements of the specification.

Classification with this Society is now desired.

The First Entry reports and drawings have been examined at this office and the details therein are such as could be accepted.

The vessel has been examined in dry dock and the requirements of the LMC and Screw Shaft Surveys carried out.

It will be noted in Ipswich letter dated 2. 10. 47 that the spare gear is incomplete.

IT IS SUBMITTED that the machinery of this vessel is eligible for records LMC 7.47, 5(OG)/3.47.

Subject to engine spare gear being placed to Rule requirements.

Particulars for Register Book:-

Oil Engines 4 S.C.S.A.
8 Cyl. 12" - 15"
MN 113

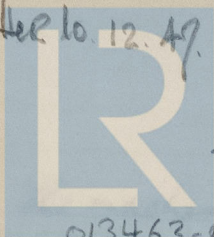
The torsional vibration characteristics have been approved in the Secretary's letter dated 23. 5. 47. for a service speed of 400 R.P.M. providing the governing arrangements are set to cut off the fuel so that the maximum speed will not exceed 435 R.P.M. and a notice board to this effect fitted at the control station. The certificate should be endorsed accordingly and an appropriate note made in the S.R.List.

The Ipswich Surveyor should be asked to confirm that there are two direct bilge suction in the engine room as indicated in the drawings.

yes

Letter 10. 12. 47.

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15. 11. 47.

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is in good condition.