1E

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

Nag. 1130

AME ..... "MANHATTAN MARU" ..... REPORT ..... Kob. ..... No. 8937

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.*)

ype of Engine Oil Engine 2 S.C.S.A.

9 cylinders 750mm x 150mm

M.N. 2600 B.H.P. 13000

NOTED PRO

FOR C. E. S. RDS TO NOTE

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 8.3.61 for a speed of 124 R.P.M.

Similar calculations for the three 300KVA diesel alternator sets were approved in the Secretary's letter dated 18.5.61 for a speed of 600 R.P.M.

The machinery requirements have been complied with for the notation "Carrying vegetable oil or Oil with F.P. above 150°F in deep tank aft."

This vessel's machinery appears to have been built in accordance th the Rules and the approved plans, and it is submitted she is igible to be classed 8.61 (+LMC (AUX.B. 100 lbs. (S.P.S.

1.1.62

S.R.L. Appendix Note

12 KG

Exhaust Gas Economiser (100 lbs.) to be examined at each A.B.S.

22/1/62

is concluded, but should be confirmed
the notation "Carry oil, F.P. under 150°F
n error

© 2021 Lloyd's Register Foundation

013596-013603-0102