

Received from Chief Engineer Surveyor.....

1130

No. 8937

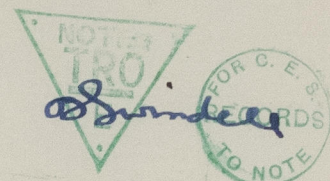
## REPORT

(\*) 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.

9 cylinders 750mm x 150mm

B.H.P. 13000



|            |                                   |     |
|------------|-----------------------------------|-----|
| 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 with the Rules and the approved plans, and it is submitted she is

Eligible to be classed 8.61 (+LMC  
( AUX.B. 100 lbs.  
( S.P.S.

S.R.L. Appendix Note

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

1.1.62

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Lloyd's Register  
Foundation

013596-013603-0102

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