

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

S NAME....."YSW 220".....REPORT.....Vcr.....10246
 Clv.....No. 1831

The 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 2 Oil Engines 4 S.C.S.A.

each 6 cylinders 5½" x 6" with S.R. & Reverse gear to two screwshafts.

M.N. 80

~~xxxxxx Boilers fitted with forced draught~~

Tail Shaft. ~~xxxxxx fitted with a continuous liner~~ Bronze

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 27.5.57 for an engine speed of 1600 RPM and a corresponding propeller speed of 533 RPM.

Non-return valves still remain to be fitted to the bilge suctions in the fore hold.

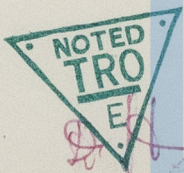
The main engine crankshafts were not made under survey but material test sheets have been examined and check tests have been made and the shafts are considered to be made of material equivalent to the Society's requirements. A special note to this effect should be made on the back of the Machinery Certificate.

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

ES 12/57
 +NE 1954 fitted 1957,

Subject to

~~when~~ non-return valves ~~are~~ fitted to the bilge suctions in the fore hold. The Owners should be asked to make early arrangements for this to be done.



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[Signature]

Lloyd's Register
 Foundation

16.4.57

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