

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VEE'S NAME "JUAN PERON" REPORT Bel. 15293
Not. No. 858

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.
6 Cyl. 29 $\frac{1}{8}$ " - 59 $\frac{1}{16}$ " each engine.
MN 1390

~~If Boilers fitted with forced draught~~

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 of 30.6.48 for a service speed of 110 R.P.M.

Similar calculations for the 425 KW and 120 KW generator sets were approved in the Secretary's letters of 27.5.48 and 19.8.48 respectively for service speeds of 300 R.P.M. and 600 R.P.M.

Machinery requirements for the notation "Strengthened for Navigation in Ice" have been complied with.

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

* IMC 10.51,
"Carrying Petroleum in Bulk"
"Strengthened for Navigation in Ice"
6 DB 200 lb.
4 Pr.Boilers 70 lb.

Note for RMC

Six electric generators

(Port inboard
(Port centre
(Port outboard
(Starboard inboard
(Starboard centre
(Starboard outboard

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Lloyd's Register
Foundation

19. 12. 51.

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