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Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME "MONTROSE"

REPORT

Sld.

Nwc.

Hpl.

Cls.

Lon.

No.

117725

20118

91689

144074

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 Oil Engine 2 S.C.S.A. (GOTAVERKEN TYPE)

5 cylinders 760 mm x 1500 mm

M.N. 1260 B.H.P. 6300

~~Hot Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No.

If fitted with an outside gland of approved type Yes.

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letters dated 4.8.60 and 17.5.61 for a speed of 112 R.P.M.

"The main engine should not be run continuously between 40 and 50 R.P.M."

Similar calculations for the three 275 KW diesel dyanmo sets were approved in the Secretary's letter dated 22.6.60 for a speed of 600 R.P.M.

The machinery requirements have been complied with for the notation "Carrying vegetable oil in midship deep tanks".

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

3.61 {+LMC
(2 Aux. 100 lbs.

19.6.61.

It is concluded that the pumping arrangements are such as would entitle the vessel to have notation "Carrying vegetable oil in midship deep tanks" but this should be confirmed in view of the fact that no reference was made to this on the Rpt. 4b.

Lloyd's Register
Foundation

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