

ved by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME

"BAHIA THETIS"

REPORT

Hfx.	6134
Mch.	13461
Clv.	No. 1365,72.
Tto.	1330,29.

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 2 S.C.S.A.

10 Cyl. 21½" - 29"

MN 838

~~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 21. 2. 50 for a service speed of 225 R.P.M., provided a notice board be fitted at the control station stating that the main engine must not be operated continuously below 70 R.P.M. The machinery certificate should be endorsed accordingly and a suitable entry made in the S.R.L. ✓

Similar calculations for the 192 and 106 KW generator sets were approved in the Secretary's letter of 16. 3. 50 for a service speed of 720 R.P.M.

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 8.50

2 WTDB 50 lb.

Sid
28. 9. 50.



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