

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME

"MARGARET LOCKET"

REPORT

Hul.

58189

Gls.

No. 77946

Lon.

123732

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.

6 Cyl.  $9\frac{9}{16}$ " -  $16\frac{9}{16}$ "

New MN 90

If 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 letter of 4.7.51 for a service speed of 300 R.P.M., provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 180 and 212 R.P.M. and the engine tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

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 1.52.

ADH

27. 3. 52.



© 2021

Lloyd's Register Foundation

015139-015154-0108