

By Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....
 VESSEL NAME "MARE NOSTRUM" REPORT Tri 14014
 N.Yk 52820
 Bos No. 4492

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 Steam Turbines with DR Gearing to Screwshaft
 H.S. 20980 sq. ft.
 New MN 3200

If Boilers fitted with forced draught Yes
 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 14.5.54. for a service speed of 110 RPM, provided a notice board be placed at the control station stating that a torsional vibration critical occurs at approximately 55 RPM and should be avoided for continuous operation. The tachometer is to be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the SRL. LH

Similar calculations for the 100 KW generator set were approved in the Secretary's letter of 28.2.53. for a service speed of 500 RPM.

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 7,54

2 WTB 650 lb. Spt 624 lb.
 "Carrying Petroleum in Bulk"
 "Fitted for oil fuel 7,54 FP above 150°F"

Note for SRL:- The steam generator (WP 121 lb.) to be considered as Scotch boiler for survey purposes.
 Economisers to be examined at each B.S.
 Air receivers to be examined at S.S.

CES (TVC Dept.) to note
 Torsigraph records.

