

Stk, 11907
Ham. 6441
Got. 24096
Aug. 1062

1E

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

Aug. 1068

Lon. 137250

NAME.....PAMIR

REPORT.....No.....

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 2 Oil Engines 4 S.C.S.A. (supercharged) coupled to two shafts with V.P. propellers

each 10 cylinders 400 mm x 600 mm

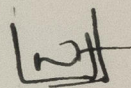
BHP. 4200

MN. 840

~~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

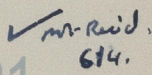
The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter dated 15.8.57 for a speed of 275 RPM. provided the main engines are not operated continuously between 80 and 100 RPM. 

Similar calculations for the three - 200 K.V.A. alternator sets were approved in the Secretary's letter dated 23.4.58 for a speed of 600 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 12.58
db. 85 lbs

"Strengthened for Navigation in Ice"

The Gothenburg Surveyors to be asked to forward duplicates of their certificates Nos. 23891/2 on the screwshafts and No. 24254 on the KAMEWA propellers, also certificates Nos. 808 and 824 on the intermediate shafts, as these appear to have become detached from Stockholm Report No. 11907. 

Lloyd's Register
Foundation

31.3.59

015433-015441-0057