

Classified by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME.....

"MIR"

REPORT.....

KOB
YKA

No.....

7105.
3238.
3239.

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 Steam Turbines and D.R. gear to Screwshaft.
H.S. 23910sq.ft.
M.N. 3520 S.H.P. 17600



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 dated 15.5.59 for a propeller speed of 105 R.P.M.

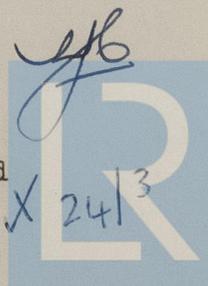
Similar calculations for the 125 KVA. diesel alternator set were approved in the Secretary's letter dated 13.5.59 for a speed of 600 R.P.M.

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
2 W.T.B. 683lbs. (Spt. 620lbs - 850°F.)
11.60 { S.G. 142lbs.
S.P.S.
{ O.F.
{ Oil Tanker

NOTE.

It is concluded but should be confirmed that the screwshaft diameter at the large end of the cone is 638mm. as approved not 570mm. as reported.



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16.3.61.

Lloyd's Register
Foundation
015483-015495-0029