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by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME "GOLDEN COMET" REPORT ROT 50622.
HAM No. 9854.

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 4 S.C.S.A.
8 cylinders 400mm. x 600mm.
M.N. 364 B.H.P. 1820

~~IT IS BOILER EXTINGUISHED WITH FIRE EXTINGUISHERS~~

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 28.7.60 for a speed of 300 R.P.M.

The main engine should not be run continuously between ¹⁷⁰~~167~~ and 205 R.P.M.

The machinery requirements have been complied with for the notation "Strengthened for navigation in Ice, Class 3".

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 11.60

anyway should be requested
in an amended interim
note enclosing reference
Based Speed Range

gfb
16/2/61

gfb 10/2/61



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"GOLDEN COMET".

ROT. 50622.

Before this case receives consideration
the Surveyor should be requested to forward a copy
of the approved plan of Bilge and Ballast pipe
lines.

20.1.61.



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