

Inspected by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME

"KILLURIN"

REPORT

Nwc. 103458

Gls. No. 70157

Brs. 16245/6

16255

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 Engines 2 S.C.S.A.

5 Cy. $9\frac{3}{16}$ " - $16\frac{2}{16}$ "

85 MN

~~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

Torsiograph records have been taken from the machinery, and approval has finally been given for the speed of the main engine to be reduced from the intended 350 revolutions per minute to a maximum of 340.

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 ~~ELMC~~ 1.46.

It is further submitted the machinery certificate be endorsed as follows and also an insertion be made in the S.R.L. (in italics with f):- The main engines not to exceed 340 revolutions per minute.

A notice board to this effect should be fitted at the control station.

According to a subsequent report (Nwc.103472) on engine damage, the class should also be made subject to No.4 cylinder liner being renewed at the earliest opportunity.

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