

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME

Legazpi

Rpt.

*A. Rg.**No. 7819**Cpn.**No. 10130**Sus.**150
15-6*

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

*Pil Engines 2 S.C.S.A.**5 G. 19 $\frac{1}{16}$ " — 35 $\frac{7}{16}$ "*

If Boilers fitted with forced draught

No boilers

Tail Shaft. If fitted with a continuous liner

Yes

If fitted with an outside gland of

No

approved type

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 5:37.*

yes It is concluded the small auxiliary air compressor can be started by hand for firing-charging up the air receivers, but this should be confirmed by the A.Rg. Surveyors.

The Surveyor should also forward the certificate of test of the dynamometer and motion.



yes
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17/6/37.

Lloyd's Register
Foundation
W1320-0059