

ived by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "HADA"

REPORT

Lee. 336

Gro. No. 329

S.Fo. 9363

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 Cyl. 12" - 15"  
MN 118

If-Boilers-fitted-with-foreed-draught

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of approved type No

The torsional vibration characteristics of the main propelling machinery were approved in Secretary's letter of 16.3.49 for a service speed of 295 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 4.49.

The Groningen Surveyors should be informed that a notation of "O.G." cannot be assigned until a plan showing full details of the oil gland has been submitted and approved. (See Secretary's letter of 11.4.49.)

They should also be asked to state how the two auxiliary air compressors are driven (information missing from report). Further they should be informed that the temperature rises shown on the Makers' Test Certificate of the  $6\frac{1}{2}$  KW generator appear to be much in excess of Rule requirements. This document should be returned to the Groningen Surveyors who should be advised that, if the figures are correct, then this generator will require to be derated to  $4\frac{1}{2}$  KW, but his comments are first desired.

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