

# Lloyd's Register of Shipping.

Single or double act

5c, 10, 37.

1E

Received by Chief Engineer Surveyor *Peronia*

Received from Chief Engineer Surveyor

ESSEL'S NAME

Rpt. *Rot.* 28100  
*Armo* No. 15524  
*Gmo* 20765

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 *Cil Engine 4 S.C.S.F.*  
*8 Cyl. 25 <sup>9</sup>/<sub>16</sub>" - 55 <sup>1</sup>/<sub>8</sub>"*

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner *Yes.*  
 If fitted with an outside gland of approved type *No.*

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 *\* L.M.C 4.39.*  
*D.B. 180 lb.*

*If these engines are identical with those fitted in "Corilla" & "Rapana" it is concluded that the thickness of the crank web parallel to axis is 290 mm at the journal & 267 mm at the crank pin and the thickness around the eye-hole 204 mm, but this should be confirmed.*

*Yes*

*F.S.*  
*2.5.39.*



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002750-002753-0089

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Water Capacity	
Tons.	
	135
	83
8	262
	393

1/10;  
1088

of cranks  
 crank  
 diesel  
 parallel to axis  
 around eye-hole  
 per Rule  
 fitted  
 ner  
 ner made wa  
 one leg  
 rosive  
 the after en  
 y propeller  
 rface  
 Means  
 water cooled  
 ik to the engi  
 e vessel  
 at work  
 ie ordinary  
 ne stowla  
 ne steam  
 Pumps and  
 p Room  
 at tank  
 is in the M  
 water line  
 ering plate  
 rves at  
 from dec  
 achinery spa  
 ed from  
 by  
 by one  
 by