

ed by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

Aug.
Dsf.540
167

P'S NAME "TARAPACA"

REPORT Bmn.

No. 1477

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

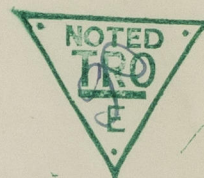
("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine

Oil Engines 4 SCSA.

8 cylinders 420 - 660 mm.

MN. 330.

~~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.

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter dated 21.4.55., for a service speed of 250 RPM.

During trials of the windlass, the driving worm and worm wheel were found to become heated. After considerable running under full load the working of the gear became satisfactory, and is considered meanwhile efficient. The Builders have agreed to fit a new worm and wheel of different design within 12 months.

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 11.55.

In the absence of Certificates, it is concluded the various pumps, coolers etc., for essential services were made under survey but, this should be confirmed. *Yes*

Note for SRL.

Windlass worm and wheel to be
renewed by 11.56.



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