

ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "SOLVIKEN" REPORT Oslo No. 6374

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 Compound

 $17\frac{11}{16}"(2) \times 42\frac{1}{2}"(2) - 38\frac{3}{4}"$

H.S. 8620 sq.ft.

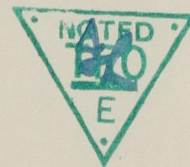
MN 508

See endorsement 11/9/50.
Esk

If Boilers fitted with forced draught Yes

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 * LMC 9.49

2 SB 220 lb. (Spt.) F.D.

"Fitted for oil fuel 9.49, F.P. above 150°F"

The Oslo Surveyors should be asked to confirm that the Owners have agreed to the acceptance of the bronze propeller tested by the Norske Veritas (see Secretary's letter of 10.6.49), and be asked to forward the certificate for record purposes.

It is noted the generator test certificates have been applied for, and these are awaited, together with the forging report covering the main crankshaft.



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11. 11. 49.

Lloyd's Register
Foundation

003245-003251-0020