

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "IRLAND" REPORT Ham. 1437
Aug. No. 41

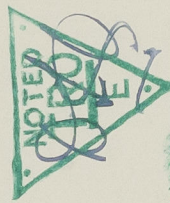
Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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 2 Oil Engines 2 S.C.S.A.

each 8 Cyl. $20\frac{1}{2}$ " - $35\frac{7}{16}$ "

MN 1170



If-Boilers-fitted-with-foreed-draught

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 14. 2. 51 for a service speed of 166 R.P.M., provided a notice board be fitted at the control station stating that the engines must not be run continuously below 46 R.P.M. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

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 12.50,
- * E made 1943, fitted 1950.
- "Carrying Petroleum in Bulk"
- 2 DB 171 lb.

Note for S.R.L.

✓ Both exhaust gas economisers to be examined at each DBS.

The Hamburg Surveyors should be informed that the Certificates covering both electric generators and the steering gear motor do not appear to have been received and should be forwarded as soon as possible.



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Lloyd's Register
Foundation

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