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ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SLL'S NAME "LATIRUS" REPORT Nwc. 106343  
 " " No. 105984  
 Not. 482

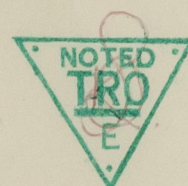
Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

(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.

6 Cyl.  $25\frac{7}{16}$ " -  $55\frac{1}{8}$ "

MN 566



~~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

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 26. 8. 48 for a service speed of 120 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 6.49  
 DB 180 lb.

The Newcastle Surveyors should be asked to confirm whether  
 the main engine flywheel weight is 6000 Kgs. as reported, or  
 6.3 tons as per their letter of 14. 9. 48.



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9. 8. 49.

Lloyd's Register  
Foundation

003581-003590-0091