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by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME "INGER SKOU" REPORT Cpn. No. 14697

marks 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 2 SCSA  
8 cyls. 29.1/8" - 55.1/8"  
New MN 1400

~~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 20.8.53 for a service speed of 125 RPM. Similar calculations for the 200 K.W. generator sets were approved in the Secretary's letter of 17.11.53 for a service speed of 500 RPM.

The machinery requirements for the notation of "Carrying oil F.P. above 150°F or vegetable oil in midship tank and tanks at side of tunnel".

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

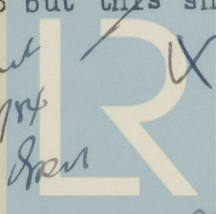
\*IMC 5,54

2 D.B. 100 lb.

"Carrying oil F.P. above 150°F or vegetable oil in midship tank and tanks at side of tunnel".

It is concluded that the diameter of the emergency bilge ejection pipe is 7" as amended in plan No. 3B 3625 but this should be confirmed by the Copenhagen Surveyors.

No  
Sumant  
17/8/54  
Jen



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Lloyd's Register  
Foundation

28.7.54

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