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Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

HIP'S NAME

'NYON'

REPORT

Rot. Augsburg  
Ams.

35543  
108  
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18230

he 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, 24/5/52.)

Type of Engine Oil Engine 2 SCSA.

5 Cyl. 27 $\frac{9}{16}$ " - 47 $\frac{1}{4}$ "

New MN 700.



~~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 14.6.51 for a service speed of 130 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 40 and 48 RPM, and the tachometer marked accordingly. The machinery certificate should be endorsed accordingly and a suitable entry made in SRL.

Similar calculations for the 110 KW generator sets were approved in the Secretary's letter of 6.5.52 for a service speed of 530 RPM.

The machinery requirements for the notation "Carrying vegetable oil in deep tank" have been complied with.

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~~ 10.52, "Carrying vegetable oil in deep tank". DB 100 lb.



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