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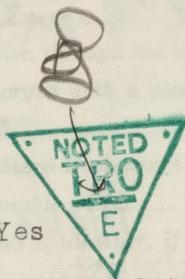
Engineer Surveyor \_\_\_\_\_ Received from Chief Engineer Surveyor \_\_\_\_\_

ME "MARGIT" REPORT Cpn No. 14467

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

endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and 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.)

Oil Engine 2SCSA  
6 cylinders 29 1/8" - 55 1/8"  
New MN 820



~~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 23.4.52. for a service speed of 112 RPM.

Similar calculations for the 160 KW generator sets were approved in the Secretary's letter of 4.11.52. for a service speed of 500 RPM.

The machinery requirements for the notation "Carrying vegetable oil in midship deep tanks" 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

- \*LMC 10,53
- 1 DB (WT) 100 lb.
- 1 DB (exhaust gas) 100 lb.
- "Carrying vegetable oil in midship deep tanks"



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1.12.53.

Lloyd's Register Foundation

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