

by Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....  
 S NAME..... ONDO..... REPORT..... Bel. 16213.  
 Lon. 133355.  
 Gls. 85664. No.

The 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 Engines 2 S.C.S.A.

5 cylinders 620 mm. x 1,400 mm. - Exhaust 470.

M.N. 750.



~~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 dated 4.1.55. for a service speed of 115 RPM.

Similar calculations for the 125 Kw. diesel dynamo sets were approved in the Secretary's letter dated 14.11.55. for a service speed of 500 RPM.

The Machinery Requirements complied with for the notation "Carrying Vegetable Oil in Deep Tanks".



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 10.56.

D.B. 120 lbs.

"Carrying Vegetable Oil in Deep Tanks."

*[Handwritten signature]*

15th December, 1956.



Lloyd's Register Foundation

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