

1E

Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....
AME..... LAUST MAERSK..... REPORT..... Cpn. 16375
Brm. 356 No.....

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 2 S.C.S.A.

8 cylinders 740 x 1600 mm (supercharged)

M.N. 2,000

~~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 19.12.56 for a service speed of 115 RPM.

Similar calculations for the 300 KVA supercharged diesel alternator sets were approved in the Secretary's letter dated 23.12.55 for a service speed of 450 RPM.

The Machinery Requirements have been complied with for the notations:-

"Carrying Oil FP above 150°F, Molasses, Glycerine, Vegetable Oil or Latex in Midship Tank and Deep Tanks Aft".

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

1.58 (ES
(2 DB. 100 lbs

The Surveyors should be requested to state the driven machinery of the 36 BHP Bukh Engine No. 50720 stated in Rpt 4c as "unknown".



10.4.58

Lloyd's Register Foundation

004308-004315-0018

built