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ved by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

P'S NAME....."AUNG TEZA".....REPORT.....SMK 1645.
KOB No. 7689.

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

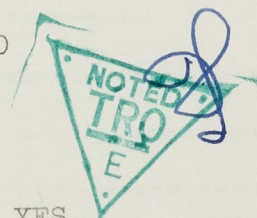
("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine Oil Engine 2 S.C.S.A. (B & W Alpha type)

7 cylinders 290mm. x 490mm.

M.N. 168

B.H.P. 840



~~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

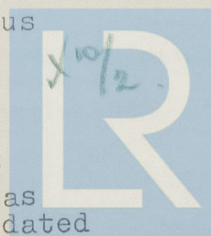
The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letters dated 1.3.60 and 2.1.61 for a speed of 310 R.P.M.

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 8.60

4/6
23.1.61.

The Surveyors should be requested to endorse the certificate for the propeller shaft, as having been "examined in the finished condition (liner fitted) and found satisfactory. They should also forward a diagram showing the disposition of the various forgings and castings in the M.E. built up crankshaft.

In addition they should issue an amended Interim Certificate omitting reference to the Barred Speed Range as indicated in the Secretary's letter dated 2.1.61.



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