

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "SANGOLA" REPORT cls. No. 71816

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.
8 Cyl. 22 $\frac{1}{16}$ " - 85 $\frac{1}{16}$ "
MN 1235

If-Boilers-fitted-with-foreed-draught

Tail Shaft. If fitted with a continuous liner Yes
 If fitted with an outside gland of approved type No

The torsional vibration characteristics and torsionograph records of the main machinery have been approved in endorsement dated 6. 8. 47 for a service speed of 118 R.P.M. provided a notice board be fitted at the control station stating that the main engine must not run continuously between 41 and 55 R.P.M.

The machinery certificate should be endorsed accordingly and a suitable note made in the S.R. List.

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 6.47,

2 DB 120 lb.



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