

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "NORDBO" REPORT

Gls. 74933
Gls. No. 74536
Grk. 24025

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 4 S.C.S.A.

8 Cyl. $29\frac{1}{8}$ " - $59\frac{1}{16}$ "

MN 880

~~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 in conjunction with torsigraph records were approved in the Secretary's letter of 15. 6. 49 for a service speed of 115 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 12.49

2 DB 150 lb.

"Carrying Petroleum in Bulk"

The Greenock Surveyors should be asked to state which pumps are engaged on fresh water and salt water cooling of the main engine, including stand-by pumps. They should be again reminded that this information is desired in all future cases.

Eut

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Lloyd's Register
Foundation

005089-005097-0044

Air Compressors, No. No. of stages Diameters Stroke Driven by