

Received by Chief Engineer Surveyor.....

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ESSEL'S NAME "CHRISTINE" REPORT Hul. 56836
 Not. 623.686.
 Gls. 74441.

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.

7 Cyl. $13\frac{3}{8}$ " - $22\frac{7}{16}$ "

MN 257

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of approved type Yes

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 24. 8. 49 for a service speed of 250 R.P.M., provided a notice board be fitted at the control station stating that the engines must not be run continuously between 100 and 120 R.P.M.

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

Similar calculations for the 75 KW generator sets were approved in the Secretary's letter of 17. 1. 47 for a duplicate case.

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 8.50.

Note

On completion, the class of the vessel was transferred to Bureau Veritas.

Emk

5. 10. 50.



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