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Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME Tw: Sc: DEGEI II

H.Kg.

14394

REPORT

Mch.

No. 17913

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 2 Oil Engines 4 S.C.S.A. each with clutch, S.R. & Reverse gear to a screwshaft

each 8 cylinders $5\frac{1}{2}$ " x $7\frac{3}{4}$ "

M.N. 58

B.H.P. 288

~~Boilers fitted with forced draught~~

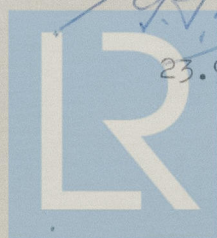
Tail Shaft. If fitted with a continuous liner No

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 dated 23.7.58 for an engine speed of 900 RPM. and a corresponding propeller speed of 458 RPM.

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 8.58



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23.9.58

Lloyd's Register
Foundation

009789-009795-0249

Distance between inner edges of bearings in way of crank(s) 6-15/16"

Distance between centre lines of side cranks or eccentrics of opposed piston