

by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

S NAME "OHRID" REPORT Spt 1872
Wth No. 332

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 Engines 2SCSA with reverse gearing

6 cylinders 240 mm. - 400 mm.
9.7/16" - 15 $\frac{3}{4}$ "

MN 99

~~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 letter of 19.8.54. for a service speed of 400 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~~ LMC 5,55

It is concluded that the main engines are fitted with crankcase explosion relief devices according to the Rules and Circular 2045 also that the working pressure of the domestic boiler is less than 50 lb. per sq. inch, but these points should be confirmed.

X12/7



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30.6.55.

Lloyd's Register
Foundation

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