

Received by Chief Engineer Surveyor.....

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SHIP'S NAME "ILOSANGI" REPORT Tri. No. 13908

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 2SCSA
4 cylinders 10 $\frac{1}{2}$ " - 13 $\frac{1}{2}$ "

New MN 60



~~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 26.9.52 for a service speed of 300 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated between 220 and 255 RPM and the tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the SRL.

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 10,53.

gs
25.11.53



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Foundation

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