

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "CAUTHIOT" REPORT No. 2505

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 Engine 2 S.C.D.A.

7 Cyl. 23  $\frac{5}{8}$ " - 43  $\frac{5}{16}$ "

MN 1361

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 Secretary's letter of 15. 12. 44. Similar calculations in respect of the auxiliary generator sets were approved in Secretary's letter of 26. 6. 45.

Single pole circuit breakers have been fitted in the accommodation aft instead of double pole circuit breakers as required by the Rules.

Two of the main engine piston rods were tested by the Makers. Check Brinell tests have been carried out by the Malmo Surveyors with satisfactory results and IT IS SUBMITTED these piston rods might be accepted in this instance.

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 10.47.  
2 DB 171 lb.

Subject to single pole circuit breakers in the accommodation aft being replaced by double pole circuit breakers at the first opportunity.

The Malmo Surveyors should be requested to forward their certificates covering the electric generators and electric motors as soon as possible.

