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red by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "PENJA"

REPORT

Skm. 6967

Got. No. 16561

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.

8 Cyl. 9 $\frac{13}{16}$ " - 16 $\frac{9}{16}$ "

MN 136



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

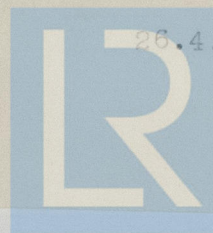
d tank

The torsional vibration characteristics of the main propelling machinery were approved in Secretary's letter of 22.12.48 for a service speed of 325 R.P.M. provided a notice board be fitted at the control station stating that the main engine must not be run continuously between 120 and 145 R.P.M. The Machinery Certificate should be endorsed accordingly and a suitable note placed in the S.R.L.

The machinery requirements for the notation "Strengthened for Navigation in Ice" have been complied with.

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 3.49.

"Strengthened for Navigation in Ice".



26.4.49. © 2020

Lloyd's Register
Foundation

010631-010639-0233

huded.)

Capacity.

ons

5.0 ✓

5.1 ✓