

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME 'CIUDAD de BARQUISIMENTO' REPORT Gls. Manchester No. 77865 14586

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 SCSA
4 Cyl. 26 $\frac{3}{8}$ " - 91 $\frac{5}{16}$ "
MN 902.

~~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 6.4.50 for a service speed of 115 RPM.

Similar calculations for the 340.8 KW generator sets were approved in the Secretary's letter of 31.7.50 for a service speed of 600 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 11.51

Note for LMC.

Three electric generators (Starboard forward, inboard)
 (Starboard aft inner;
 (Starboard aft outer.

The Glasgow Surveyors should be informed it is noted the electrical installation is in satisfactory condition, and their Rpt. 13 is awaited.

6. 12. 51.



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If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork.....

Main Air Compressors, No. 1 No. of stages..... diameters..... stroke.....