

Intermediate Shafts, diameter

as fitted

as per Rule

as fitted

Thrust shaft, diameter at collars

as per Rule

as fitted

1 E

d by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME "RIO GUADIANA"

REPORT Rio

No. 5920

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 2 Triple Expansion Engines

18 $\frac{1}{2}$ " x 31" x 38 $\frac{1}{2}$ " x 38 $\frac{1}{2}$ " - 30" Each Engine

H.S. 10650 sq. ft.

MN (658) 630

If Boilers fitted with forced draught Yes

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of approved type Yes

This vessel was commenced as a Transport Ferry for the Admiralty under Special Survey and has been completed as a cargo vessel.

The engines were built under Lloyd's survey and the boilers were built under British Corporation survey.

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 8,54

\*NE '45 fitted '54

\*NB '45 " '54

"Fitted for oil fuel 8,54 FP above 150°F"

2 WTB 225 lb.

S 4,54 OG

The Rio de Janeiro Surveyors should be requested to state if the MN given in their first entry report is in accordance with the formula  $\frac{BHP}{5}$  and if not they should state the new MN. . See Rio letter of 9/11/54

X 5/11

JS.

13.9.54.



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