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by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SPT 2390.
 GEN 27004.
 RKA 1412.
 KEL No. 2772.
 KLN 690-691-692.

S NAME "WIENIAWSKI" REPORT

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

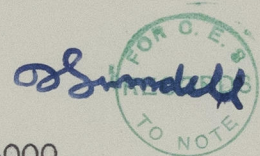
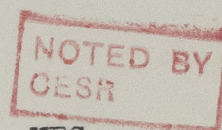
"The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine Oil Engine 2 S.C.S.A.

6 cylinders 750mm. x 1320mm.

M.N. 1200

B.H.P. 6000

~~XX~~

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 dated 16.8.61 for a speed of 125 R.P.M.

Similar calculations for the two 420KVA. diesel alternator sets were approved in the Secretary's letter dated 22.9.59 for a speed of 500 R.P.M. and for the 300KVA. set dated 2.6.58 for a speed of 500 R.P.M.

The machinery requirements have been complied with for the notations "Strengthened for navigation in Ice, Class 3" and "Carrying vegetable oil in midship deep tanks".

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

12.62 { + LMC
 { AUX.B. 100lbs.
 { S.P.S.

S.R.L. Appendix.

"Exhaust Gas Economiser (100lbs.)
 to be examined at each A.B.S.



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11.6.63.
 Lloyd's Register
 Foundation

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