

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "ASTRID ONSTAD"

REPORT

 Got. 18915  
 Mdb. No. 19370  
 Mdb. 19373

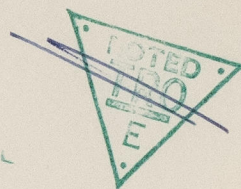
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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.

9 Cyl. 29<sup>5</sup>/<sub>16</sub>" - 59<sup>1</sup>/<sub>16</sub>"

New MN 1640

~~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 8. 10. 49 for a service speed of 112 R.P.M., provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 30 and 36 R.P.M. and the engine tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

Similar calculations for the 200 KW generator sets were approved in the Secretary's letter of 24. 1. 51 for a service speed of 300, 330 and 350 R.P.M.

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

IMC 3.52,  
 "Carrying Petroleum in Bulk",  
 2 DB 150 lb.

Note for S.R.L.

Exhaust gas economiser to be examined at each DBS.



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