

Received from Chief Engineer Surveyor.

"SITARA"

REPORT

RKA

1891.

BHM

No. 731.

(“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.*)

Each 6 cylinders 5 1/8" x 6".

B.H.P. 492

M.N. 99

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Tail Shaft. If fitted with a continuous liner NO.

(Stainless Steel)

el)
If fitted with an outside gland of approved type YES

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letters dated 30.4.62 for an engine speed of 1800 R.P.M. and a corresponding propeller speed of 882.

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 8:63

It is concluded, but confirmation is desired that the starting arrangements are in accordance with H 711 of the Rules. Further that there is only one daily service fuel oil tank not forming part of the ship's structure located on aft engine room bulkhead. Also, that short voyage spare gear has been supplied as per Secretary's letter dated 29.11.61. ✓

3.1.64.

The N.Yk. Surveyors should be requested to forward copies of Cleveland Certificates for gear boxes manufactured by Capitol Gears Inc., Minnesota, Rolls Royce Ltd. order No. XD 47361, Our letter 21.11.61 refers.

Lloyd's Register
Foundation

011619-011627-0193