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Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....

NAME TENNA DAN (ex.HOEGH TRADER) REPORT Cpn No. 17277

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 Oil Engines 2 S.C.S.A., each 6 cylinders ~~27~~^{21½}" x 29" with electro-magnetic slip couplings and S.R. gearing to one screwshaft.

BHP.4150

MN.830

~~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 machinery of this vessel was built under the survey of the American Bureau of Shipping, and the class was later transferred to Det. Norske Veritas. The new Owners now desire classification with Lloyd's Register.

The machinery was accepted by Det. Norske Veritas for an engine speed of 220 RPM. and a corresponding propeller speed of 90 RPM provided the main engines were not operated continuously between 144 and 188 RPM. or the propeller shaft operated continuously between 56 and 60 RPM. and 74 and 80 RPM. and it is submitted these restricted speeds be retained until such time as the torsional vibration calculations have been approved in this Office.

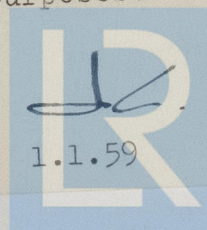
see endorsement dated 25 MAR 1959

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	ES 11.58
2 WTDB.50 lbs	TS.CL	7.58
	DBS	10.58

SRL. CS case.

The Copenhagen Surveyors are asked to forward the torsional vibration calculations, including Holzer frequency tables and vector summations for record purposes.



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1.1.59

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