

The class is subject to the main engine No.2 piston being renewed before the end of 12.56 and No.2 main engine entablature being specially examined before the end of 1.57.

4E

23 000 1059

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

NAME..... m.v. "SOUTHERN ENTERPRISE"..... REPORT..... Mmb. No. 1426 (2)

ES due 9.56 now held.

TS CL due 6.58 now held.

Alterations. Docking. Repairs.

SRL: The above now dealt with. The item to be deleted.

Main engine, both air receivers and port auxiliary engine replaced by engines and receivers ex "ISLE OF ST ANNE", satisfactorily examined, installed and tested. Both air compressors renewed. After peak bulkhead and stern tube boss modified and re-bored to suit alignment of the replace engine. Some repairs made to replace main engine, gear-box and auxiliaries. Torsional vibration characteristics approved 4.6.59.

IT IS SUBMITTED that this vessel is eligible for the record ES 7.59 TS CL 3.59, without special condition.

Amendment for RB: Notation of LMC

Oil Engine 4 S.A.  
6 cyl. 10" x 13" S.R. gear.  
National Gas & Oil Engine C.Ltd. Ashton-under-Lyne.  
E made 1943 refitted 1959.  
MN = 120

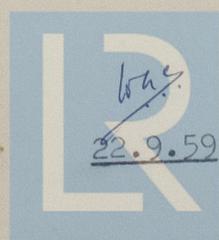
Note for SRL Appendix: "The main engine not to be run continuously between 260 and 300 RPM and not to exceed 530 RPM."

The Surveyor should be referred to the P.S. in the Secretary's letter of 30th July last stating that reference to the speed restriction(s), as necessary should be included in the Interim Certificate and be asked to issue an amended certificate accordingly.

The Surveyor should be asked to arrange to have a notice board with the speed restrictions stated thereon placed in a prominent position in the engine room and the tachometer marked at 260-300 RPM and at 530 RPM and above and advised when this has been done.

X 2/10

530



© 2021

Lloyd's Register Foundation