

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SSEL'S NAME

"LEENDERT B"

REPORT

Rot. 33445
Cls. No. 15469

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 4 S.C.S.A.

8 Cyl. $11\frac{7}{16}$ " - $17\frac{11}{16}$ "

MN 114

~~If-Boilers-fitted-with-forced-draught~~

Tail Shaft. If fitted with a continuous liner No

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 letter of 10. 7. 51 for a service speed of 320 R.P.M., provided a notice board be fitted at the control station stating that the governor must be set so that the speed cannot exceed 320 R.P.M. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.B.L.

Machinery requirements for the notation "Carrying Petroleum in Bulk" have been complied with.

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 3.51,

"Carrying Petroleum in Bulk"

DB 100 lb.

Attention is drawn to the fact that Rpt. 4b has not been signed by the Shipbuilder (or Installing Firm).



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Lloyd's Register
Foundation
13. 7. 51.

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