

ved by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

P'S NAME "ROSPIGGEN" REPORT BERLIN No. 7.

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 4 Oil Engines 4 S.C.S.A. Belt drive to One Controlled pitch propeller

each 6 cylinders 150mm. x 190mm.

M.N. 180

B.H.P. 900

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Tail Shaft.	If fitted with a continuous liner	NO
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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 dated 29.4.60 for an engine speed of 1500 R.P.M. and corresponding propeller speed of 375 R.P.M.

The machinery requirements have been complied with for the notation "Strengthened for Navigation in Ice, Class 2".

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 7.60

44

28.9.60.

NOTE.

NOTE.
It is concluded that an Automatic Voltage Regulator is fitted in connection with the M.E. driven generator, but, this should be confirmed.

at, this should be
 confirmed
 under 3/10/60
 12/10/60

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Lloyd's Register
Foundation

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