

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

S NAME "JOZEF CONRAD" REPORT

Rka.	1349
Rka.	1233
Rka.	1211
Rka.	1207
Rka.	1208

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 Oil Engine 2 S.C.S.A.

6 cylinders 760mm x 1550mm (Sulzer Type)

M.N. 1560 B.H.P. 7800

~~XX~~

Tail Shaft If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

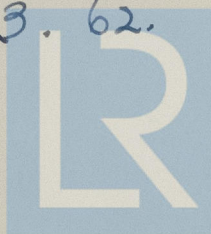
The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter dated 15.8.60 for a speed of 119 R.P.M.

Similar calculations for the two 400KVA alternator sets were approved in the Secretary's letters dated 17.7.61 and 19.12.60 for a speed of 500 R.P.M. and for the 250KVA alternator in the Secretary's letters dated 20.10.60 & 18.11.60 for a speed of 500 R.P.M.

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 11.61
2 AUX.B. 100 lbs/sq.in.
S.P.S

Yfb.
12.3.62.



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011823-011825-0036

"JOZEF CONRAD"

Rka. 1349

Before this case receives consideration, the Rijeka Surveyors should be asked to forward a copy of the letter dated 4.10.60, approving the torsional vibration for the 250KVA alternator set, referred to in Rijeka Rpt. 1208, or submit the T.V.Cs. for approval as this office has no record of same.

The Surveyor should also be asked to state the size of the direct bilge suction in the machinery space as he omits to state same in his report. He should also confirm the size of the branch bilge suction in the forward part of the engine room, as the approved plan shows them to be 100mm dia. and the Surveyor reports 125 mm dia.

It is also concluded that the total area of the crankcase relief devices fitted to the M.E. is 10,380 sq. cms. and not 10,38 sq.cms. as reported.

It is also concluded that the sparescrewshaft was examined in the finished condition, as the Surveyor has omitted to endorse the certificate for same, but this should be confirmed.

The Genoa Surveyors should be asked to forward a diagrammatic sketch showing the disposition of the forging in the Main Engine crankshaft covered by their certificate No. M5075 and dated 16.9.60.

30.1.62



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