1E

d by Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....

'S NAME ..... "JOZEF CONRAD" ..... REPORT ..... Rka. 1349 Rka. 1233 Rka. 1211 Rka. 1207 Rka. 1208 ..... No.....

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

~~XXXX

"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 suctions in the machinery space as he omits to state same in his report. He should also confirm the size of the branch bilge suctions 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 spare screwshaft 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.

9/3/62

G.K.P

30.1.62

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