

ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SFL'S NAME "STOCKHOLM" REPORT Got. 15868
" No. 14989

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.
16 Cyl. 29 $\frac{15}{16}$ " - 51 $\frac{3}{16}$ "
MN 2832

~~If Boilers fitted with forced draught~~

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 Secretary's letter of 3. 5. 45. Similar calculations in respect of the auxiliary generator sets were approved in Secretary's letter of 21. 3. 45.

The machinery requirements for the notation "Strengthened for Navigation in Ice" have been carried out.

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 2.48,
2 DB 100 lb.

Note for S.R.L.:— Exhaust gas economiser to be examined at each DBS.



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