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

NAME "FREDRIKA" REPORT Skm. 11361. Not. No. FE1339. Got. 23394.

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. (B.&.W. Type).

5 cylinders 620 - 1150.

M.N. 820.

22/10/59

~~If fitted with propeller draught~~

Tail Shaft. If fitted with a continuous liner **Yes.**

If fitted with an outside gland of approved type No.

8.1.57

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter dated 13.12.55, for a speed of 150 R.P.M, provided the engine is not run continuously between 50 and 60 R.P.M. The machinery certificate to be endorsed accordingly and a special note made in the SRL.

160

Similar calculations for the 130 Kw. dynamo sets were approved in the Secretary's letter dated 13.4.56, for a speed of 600 R.P.M.

22.2.57

500

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

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
ES 12.57.

"Strengthened for Navigation in Ice".

Note for SRL : C.S. case.

28.2.58.

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