

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "STORK" REPORT Lth. 21386

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee. No. 21387

Gls. 68905
(“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 Engines 2 S.C.S.A.

6 Cy. $9\frac{13}{16}$ " - $16\frac{9}{16}$ "

NHP 101

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of } Yes
approved type

The torsional vibration characteristics of the main engines were examined in conjunction with the torsiograph records for the sister vessel "KINGFISHER", (see endorsement 18.4.45) and found satisfactory, provided a notice board be fitted at the control station stating that the engines be not used continuously between 158 and 214 revs. per min.

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 4.45

It is further submitted the machinery certificate should be endorsed as follows:-

"The main engines should not be used continuously over the speed range from 158 to 214 revs. per minute"

This statement should also be inserted in the S.R.L. (in italics).



25.4.45
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012193-012202-0165