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*Received from Chief Engineer Surveyor*

AME

"NORWID"

## REPORT

No

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. (SULZER TYPE)

8 cylinders 720mm. x 1250mm.

M.N. 1440

B.H.P. 7200

XXXXBoilersXXXXwithXXXXforcedXXXXdraughtXXXX

Tail Shaft	If fitted with a continuous liner	YES
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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 letters dated 21.7.60 and 9.5.62 for a speed of 125 R.P.M.

"The Main Engine should not be run continuously between 102.5 and 105.5 R.P.M."

Similar calculations for the two 375KVA. diesel alternator sets were approved in the Secretary's letter dated 30.11.60 for a speed of 600 R.P.M. and for the 197KVA. diesel alternator set dated 20.1.61 for a speed of 600 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

2.62 ( + LMC  
( AUX.B. 85lbs.  
( S.P.S.

he Surveyor should be requested to endorse  
he certificates for the Intermediate and Screw  
hafting (attached) as having been "Examined in  
he finished condition and found satisfactory". 12.7.62.

.R.L. Appendix Note.

Exhaust Gas Economiser (85lbs.)  
to be examined at each A.B.S.

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Lloyd's Register  
Foundation

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