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Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME

"GERRY S"

REPORT

Rot. 36005.

Ams. No. 18699.

Ant. 28246.

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 4 SCSA.

7 cyl. 13" - 23. 5/8".

New MN 140.

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No.

If fitted with an outside gland of approved type Yes.

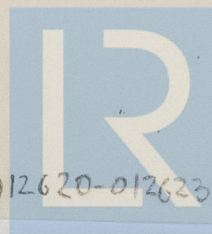
The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 18.11.52 for a service speed of 300 RPM.

The Rotterdam Surveyor reports damage stated cause through screwshaft running hot in stern bush.

Propeller, screwshaft and stern bush examined, shaft ground at the forward end and new neck bush fitted. Some engine chocks renewed and shafting alignment checked. A satisfactory full power sea trial 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 *IMC 12.52.

2.4.53.



Lloyd's Register
Foundation

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