

Is refrigerating machinery fitted?

Yes

If so, is it for cargo purposes?

No

Type of refrigerant

Diel

Ship's name

"FRANCESCO NULLO"

Port

GDK

GDK

KAT

No.

76

13163

971

Type of Engine

Oil Engine

2 SCSA (SULZER TYPE)

6 Cylinders

680mm x 1250mm.

M.N. 1440

B.H.P. 7200

Main 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 the Secretary's letter dated 9.4.63, for a speed of 139 R.P.M.

Similar calculations for the 2 - 400 KVA and the 250 KVA diesel alternator sets were approved in the Secretary's letter dated 22.10.62 for a speed of 500 R.P.M.

The machinery requirements have been complied with for the notation "Strengthened for Navigation in Ice, Class 3".

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

2.64.

{ + LMC  
{ 2 Aux. B. 100lbs (1 O.F.)  
{ (1 E.G.)  
{ S.P.S.

### Appendix Note.

The Steam Receiver to be examined concurrent with the exhaust gas economiser.

The Surveyor should be requested to complete a Report 4c for both 400 KVA diesel engines.

012752-012760-0021

Diameter of journals

Diameter of crankpins

Centre

Breadth of webs at mid-throw

2021  
Lloyd's Register  
Foundation