1E

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

'S NAME "BALACLAVA" REPORT GDK RKA 60. No. 1171.

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. (SULZER TYPE)

6 cylinders 760mm. x 1550mm.

M.N. 1560 B.H.P. 7800

FOR C. NOTED RECORD TO NOTE E

~~If Based on Forward Draught~~

Tail 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 letters dated 20.5.59 and 12.1.62 for a speed of 119 R.P.M. "The Main Engine should not be run continuously between 75 and 86 R.P.M."

Similar calculations for the three 320KVA. diesel alternator sets were approved in the Secretary's letter dated 25.10.60 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 may be omitted see endorsement on cable 14/4/60

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

2:62 (+ LMC
(2 Aux.B. 178lbs.
(S.P.S.
(Oil Tanker

It is concluded that the emergency diesel driven fire pump and compressor set, and emergency 50KVA. alternator set have been installed but this should be confirmed.

NOTE FOR SEL APPENDIX.

"Screwshaft liner has one circumferential weld".

"Exhaust Gas Economiser (178lbs.) to be examined at each A.B.S.

24.4.62.

© 2021 Lloyd's Register Foundation

012827-012835-0043