

Ams. 22748
Kiel. 1952

1E

Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

Lth. 24384

NAME PILOTO PARDO

REPORT " 24405

No.....

Ips. 137352

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 3 Oil Engines 4 S.C.S.A. With Electric Drive

each 230 mm x 300 mm (supercharged)

MN = 380

SHP = 1,900

~~xxx Boilers fitted with forced 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 letter dated 1.1.58 for an engine speed of 750 RPM (propeller speed 180 RPM).

Similar calculations for the two 298 K.V.A. diesel alternator supercharged sets were approved in the Secretary's letter dated 3.12.57 for a speed of 1200 RPM.

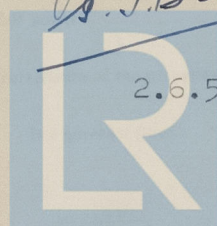
The Machinery Requirements have been complied with for the notation: "Strengthened for Navigation in Ice".

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
3.59 (2 DB. 100 lbs

*aff. for
B. Y. B. S.*

2.6.59

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Lloyd's Register
Foundation

013252-013259-0125