

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "SAULT AU MOUTON" REPORT Cgo No 959
Mtl 6655

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 Engines 2. S.C.S.A.

10 cy. 10" - 12 $\frac{1}{2}$ "

M.N. 175

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

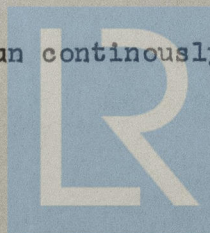
The classification of this vessel's machinery was withheld pending the receipt of calculations of the torsional vibration characteristics. (see endorsement dated 26.11.45)

These calculations have now received consideration and merit approval provided the engines are not run continuously over the speed range 174 to 209 R.P.M. and the engine tachometer be marked accordingly. (See attached endorsement 19.7.46.)

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 SLMC 7,45.

It is further submitted the machinery certificate be endorsed and an insertion made in S.R.L. viz:-

The main engines not to be run continuously between 174 and 209 R.P.M.



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Lloyd's Register
Foundation

22.7.46.

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