

by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME

"ZAGORA"

REPORT

Msl. 12002
 Clv. 1757
 Msl. No. 12003
 Vln. 1
 Vln. 2
 Vln. 3
 Msl. 12004

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

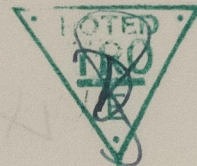
("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/82.)

Type of Engine

Oil engines 4 SCOA with SR gearing

12 cylinders 13" - 16½"

MN. 531

~~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 dated 24.10.55 for an engine service speed of 500 RPM. and a corresponding propeller speed of 50 RPM. provided a notice board be fitted at the control station stating that the engines are not to be worked continuously below 210 RPM. and the engine tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable note made in the SRL.

Similar calculations for the 100 KW generator sets were approved in the Secretary's letter of 29.6.55 for a service speed of 750 RPM.

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

An emergency air compressor to provide the air compressor to provide the initial charge of starting air requires to be installed.

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 3,56 subject to an emergency air compressor to provide the initial charge of starting air being installed.

The Surveyors should be advised that the Fire Extinguishing Arrangements should be 2 - 10 gallon and 4 - 2 gallon froth extinguishers plus an alternative means of extinguishing. As reported, 1 - 10 gallon and 4 - 1 gallon extinguishers are fitted but, the C.O₂ apparatus which is also fitted could take the place of the missing 10 gallon extinguisher only if an outside and independent emergency fire pump is fitted. If no such fire pump is fitted then the second 10 gallon extinguisher must be fitted and the C.O₂ means would then be considered the alternative. It is concluded that an error was made in stating the 4 small extinguishers are each 4 gallon and that they are

