

12,57

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Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME

PALLADE

REPORT

Nap.

Gen.

Milan

6821

24022

No. 23864

17

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. (FIAT TYPE)

7 cylinder 750 mm x 1320 mm (Supercharged)

M.N. 1540

BHP 7700

~~BY BOILERS FILLED 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 1.12.58. for a speed of 128 RPM provided the engine is not run continuously between 55 and 66 RPM.

Similar calculations for the three 200 KW diesel dynamo sets were approved in the Secretary's letter dated 6.11.57. for a speed of 375 RPM

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 7.59 (+ LMC

A.B. 100lbs.

S.R.L. Appendix Note

Exhaust Gas economiser to be examined at each ABS.

The 204 mm. direct bilge suction is reported as being fitted on the starboard side in accordance with the amendment of the approved <sup>PLAN</sup> but the "as built" <sup>PLAN</sup> shows the valve on port side, the Surveyor should confirm the correctness of his report.

NOTE It is intended to convert the exhaust gas economiser to an exhaust gas boiler at a later date.

29.12.59.



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Lloyd's Register  
Foundation

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