

Ven. 278  
Gen. 23696  
Hpl. 19901  
Lth. 24425

1E

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME..... GIOVANNELLA D'AMICO

REPORT Aug. 1123

No.....

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.

9 cylinders 750 mm x 1320 mm (supercharged)

MN. 1800

BHP. 9,000

~~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 torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter dated 15.9.58 for a speed of 125 RPM.

Similar calculations for the three 250 Kw. diesel dynamo sets were approved in the Secretary's letter dated 18.8.58 for a speed 550 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

3.59 (+LMC  
2 D.B. 185 lbs

Note for SRL: Exhaust Gas Economiser (W.P.195 lbs) to be examined at each DBS.

The Surveyors should be advised that Page 1 of their Rpt 4b in respect of fitting out should in all cases be reported. In this instance they should state: (1) the cooling medium of the M.E. cylinders and Fuel Valves; (2) Whether the Engines are secured to tank top or built up seating.

Lloyd's Register  
Foundation

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