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by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

L'S NAME "LUCIANO CASTRO" REPORT Got. 17400  
 Mch. No. 13736  
 Got. 16905<sup>521</sup>

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.

8 Cyl. 9<sup>13</sup>/<sub>16</sub>" - 16<sup>2</sup>/<sub>16</sub>"

MN 136

~~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 of 22. 12. 48 for a service speed of 325 R.P.M., provided a notice board be fitted at the control station stating that the engine must not be run continuously between 120 and 145 R.P.M.

The machinery certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

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

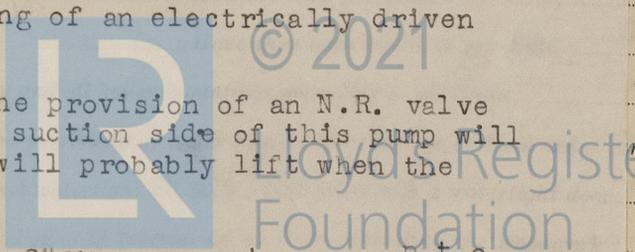
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed **LMC 3.50**

"Strengthened for Navigation in Ice"

The Gothenburg Surveyors should be asked for their comments on the following:-

(1) Their remarks regarding the fitting of an electrically driven oil fuel transfer pump have been noted.

It is, however, considered that the provision of an N.R. valve in the overflow pipe which is led to the suction side of this pump will be a source of trouble since this valve will probably lift when the



Air Compressors, No. 1 No. of stages 2 diameters 40/95 mm. stroke 125 mm.  
 Auxiliary Air Compressors, No. 1 No. of stages 2 diameters 40/95 mm. stroke 125 mm.

General

pump is started and thereby cause it to draw in air.

The simplest arrangement appears to be to lead the overflow pipe to a small overflow tank placed at a convenient position near to the pump, with suitable means for draining same.

(2) From the particulars on the Makers' Test Certificates covering electric motors driving ballast pump, fire and sanitary pump and air compressor, it is concluded these motors are second-hand. The Surveyors should, therefore, state whether the Owners have agreed to accept same. The air compressor motor is observed to have a temperature rise of 40°C in the armature, and it is therefore concluded it is a totally-enclosed motor.

The Surveyors' attention should be drawn to the requirements of Appendix 3, Clause 8 as regards High-Voltage tests.

X

RHA Sub at 10. 5. 50.



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last Pumps, No. and size... 1 x 54 tons/hour... Power Driven Lubricating Oil Pumps, including spare pump, No. and s

two independent means arranged for circulating water through the Oil Cooler... Yes ✓... Suctions, connected to b