

m,12,45.

1 E

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

Lth.	22468
Not.	436,513
Gls.	74023
Gls.	74179
Lth.	22467

ESSEL'S NAME "MOMBASA" REPORT No.

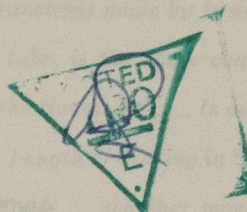
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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 2 Oil Engines 2 S.C.S.A.

10 Cyl.  $13\frac{3}{8}$ " -  $22\frac{7}{16}$ "

MN 367

~~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 of 6. 4. 50 for a service speed of 250 R.P.M.

Similar calculations for the 120 KW generator sets were approved in the Secretary's letter of 4. 6. 47 for a service speed of 600 R.P.M.

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 1.50

DB 100 lb.

Note for RMC

✓ Three electric generators (Port forward  
(Port aft  
(Starboard



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Lloyd's Register Foundation

014873-014886-0317

Main Air Compressors, No. None No. of stages. diameters. stroke.

One.

Two.

6 3/4" - 2 3/4"

4"