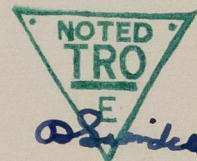


Received from Chief Engineer Surveyor.....

Lth.	25047
Kln.	No. 630
L.An	6559

“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.*

FOR C. E. S.  
RECORDS  
TO NOTE



Tail Shaft. If fitted with a continuous liner No  
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 8.3.61 for a speed of 380 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

10.61 (+LMC  
(1 WTDB 160 lbs.  
(OIL TANKER

L. TANKER.  
(above 150°) G.V.P.

9.11.61

S.R.L. Appendix Note

"Screwshaft to be examined after three years service -  
if found good, to be examined after a further three years."

It is noted that the safety valves of the water tube donkey boiler have been adjusted to 170 lbs./sq.in. which is above the 3% allowed on the W.P. of 160 lbs. and the Surveyors attention should be drawn to this.

C.E.S. RECORDS to note continuation sheet of Lth. Report  
25047.

Side

If shrunk, radial thickness around eyeholes

### Are dowel pins fitted?

**Crankshaft material** Journals

## Pins

### Minimum