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Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor..... 212

Abo 7106

SHIP'S NAME ..... HALMAHERA ..... REPORT Ham. ..... No. 1259

Aug.

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 4 S.C.S.A.

8 cylinders 400mm x 600mm (Supercharged)

M.N. 300 B.H.P. 1500

~~Boilers Machinery 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 29.1.59. for a speed of 275 RPM provided the engine is not run continuously below 75 RPM.

Similar calculations for the three 120 KW diesel dynamo sets were approved in the Secretary's letter dated 17.7.59. for a speed of 750 RPM.

The Surveyor states approved plan of pumping arrangements received too late for amendment. to be effected

FOR C.L.S. REPLY TO NO.

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 - 11.59. subject to a direct bilge suction being fitted in E.R. Probably by 5.60

NOTE FOR S.R.L. APPENDIX

"Screwshaft liner has two circumferential welds".

The forging certificates for one thrust, one intermediate and one screwshaft, should be returned to the Surveyor for his endorsement. "Examined in the finished condition and found satisfactory."

15/3/60

29.1.60.

NOTED TRO E.

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