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by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

Sld. 34891
 Gls. 71787
 Bir. No. 101

SFL'S NAME "INTERPRETER"

REPORT

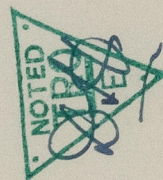
Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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.

3 Cyl. 26 $\frac{3}{8}$ " - 91 $\frac{5}{16}$ "

MN 1088

~~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 were approved in Secretary's letter dated 16. 1. 46. for a service speed of 108 R.P.M. providing a notice board be fitted at the Control Station stating that the engines must not be run continuously between 30 and 45 R.P.M.

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

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 4.48.
 D.B. 100 lb.



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18. 5. 48.
 Lloyd's Register
 Foundation

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