

Engineer Surveyor

Received from Chief Engineer Surveyor

IE "ROSA PELLEGRINO"

REPORT

Nap	5169
Nap	5168
Gen	No. 19418
Gen	19473
Gen	19472
Gen	19475

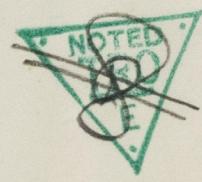
of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points stated in the endorsement."—Extract from Sub-Committee's Report, 24/5/52.)

of Engine Oil Engine 2SCSA

6 cylinders 14.3/16" - 25.9/16"

MN 210



~~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 27.9.54. for a service speed of 240 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 95 and 115 RPM and that this range should be passed through as rapidly as possible, and the tachometer should be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the SRL.

This vessel's machinery appears to have been built in accordance

with the Rules and the approved plans, and it is submitted she is

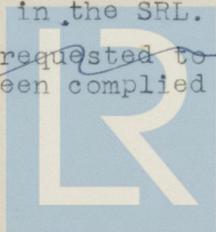
eligible to be classed LMC 5,54

2 DB 185 lb.

"Carrying Petroleum in Bulk"

Office Note:- Particulars and Moment of Inertia of the bare propeller have still to be submitted and after receipt a note may require to be made in the SRL.

The Naples Surveyors should be requested to confirm that the requirements of Circular 2032 have been complied with in the case of this vessel.



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29.9.54.

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