



1 E

d by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

EL'S NAME "ROSA MAERSK"

REPORT

Nwc: 107133
Nwc: 108237
Cpn: No. 13187, 2900
Mdb. 19163

marks 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 2 S.C.S.A.

5 Cyl. 29 $\frac{1}{8}$ " - 55 $\frac{1}{8}$ "

MN 802

~~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 21. 3. 51 for a service speed of 112 R.P.M., provided a notice board be fitted at the control station stating that the engine must not be run continuously between 54 and 65 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 3.51,

"Carrying petroleum in bulk"

2 DB 180 lb.

Note for S.R.L.

Exhaust gas economiser to be examined at each DBS.

25. 4. 51.



© 2021

Lloyd's Register
Foundation

01235-01243-0029