

Received by Chief Engineer Surveyor.....

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SHIP'S NAME "MARICOPA"

REPORT

Sld.	36002
Lon.	125989
Sld.	No. 35966

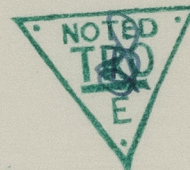
Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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 2SCSA

5 cylinder 26 $\frac{3}{8}$ " - 91.5/16"

New MN 1030

~~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 3.1.52. for a service speed of 108 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 67 and 79 RPM and the tachometer be marked accordingly. The machinery certificate should be endorsed accordingly and a suitable entry made in 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 4,53
Carrying Petroleum in Bulk
2 DB 150 lb.



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21.4.53.

Lloyd's Register
Foundation

012113-012116-0011