

by Chief Engineer Surveyor.....  
 Received from Chief Engineer Surveyor.....  
 S NAME..... MARIAROSA AUGUSTA.....  
 REPORT..... Tri. 14790  
 Aug. 980  
 Gen. 22848 No.....

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 2 steam turbines with D.R. gear to screwshaft.

H.S. 19,490 sq.ft.

M.N. 3,520

S.H.P. 17,600

Delb  
16/11/59

If Boilers fitted with forced draught Yes

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 28.5.58 for a propeller speed of 103.2 RPM, provided the engine is not run continuously between 47 and 53 RPM. of the propeller.

Similar calculations for the 94 K.V.A. diesel alternator set were approved in the Secretary's letter dated 4.11.57 for a speed of 1,200 RPM.



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

4.58 (+LMC  
2 W.T.B. 968 lbs (spt. 900 lbs, 860°F)  
O.F.  
"Carrying Petroleum in Bulk")

The Surveyors should be requested to state:

- 1) The diameters of the ~~main~~ wheel shafts in way of the wheels as the diameters now reported, 2M + 4 M, are obviously wrong.
- 2) Whether a steam heated steam-generator has been fitted on this vessel.

Note for SRL. The barred speed range is 47/53 RPM of the propeller.

20.6.58 Lloyd's Register Foundation