

4 E

ved by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SSEL'S NAME

"NELLY MAERSK"

REPORT

| | |
|------|------------|
| Nwc. | 107110 |
| Cpn. | 12892 |
| Mdb. | 18850 |
| Nwc. | No. 106144 |
| Gen. | 17369 |

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.)

re of Survey

~~TEHRING TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

The main engine was built under the supervision of the Registro Italiano during the war years and has not yet been in use.

The engine has been opened up, examined, (parts tested) and fitted aboard under survey of this Society and tried under working conditions.

The torsional vibration characteristics have been approved in the Secretary's letter of 8. 3. 50 for a service speed of 115 R.P.M., provided a notice board be fitted at the control station stating that the engines are not to be operated continuously between 60 and 80 R.P.M. and a suitable entry be made in the S.R.L., and the Machinery Certificate endorsed accordingly.

As a result of an accident at the Shipbuilders' Yard, one portion of the main engine bedplate has been damaged. This has been repaired to the satisfaction of the Surveyors, but in the Secretary's letter of 30. 9. 49 the Owners were informed that the Machinery Certificate will be endorsed for a re-examination of the repaired portion within twelve months, i.e. before the end of 2.51.

The auxiliaries and donkey boiler and waste heat boiler have been built and fitted under Special Survey.

IT IS SUBMITTED that this vessel is eligible for the record LMC 2.50
"Carrying petroleum in bulk"

Subject to the main engine bedplate repairs being re-examined before the end of 2.51.

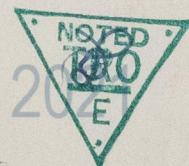
Particulars for Register Book

Oil Engine 2 S.C.D.A.
6 Cyl. 25 $\frac{3}{16}$ " - 45 $\frac{11}{16}$ "
MN 1328
2 DB 180 lb.

It is concluded that amendments to pumping arrangements have been complied with and that the bilge suction spaces outside the machinery space and cargo tanks have been fitted according to the approved plans, but this should be confirmed.

Co. p. 111
Nwc. letter 27-4-50.

p.t.o.



013481-013488-0124 1/2

It is noted that the certificates for the Mather & Platt dynamos are numbered 124005 and 124017 whereas the dynamos fitted on board are numbered 124023 and 124024. The Certificates should be returned to the Newcastle Surveyors and they should be asked to forward the appropriate certificates. *Request Complied with NHC 25/4/50*

They should also be asked to forward the Certificate for the bronze propeller and for the air receivers.

Received 15/4/50.

J.S.
13. 4. 50.



© 2021

Lloyd's Register
Foundation

0124 2/2