

Inspected by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "LEXA MAERSK"

REPORT

Sld.	35229
Mch.	13716
Mdb.	No. 18718,819.
Nwc.	106731

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 2 S.C.S.A.

5 Cyl. 26 3/8" - 91 5/16"

MN 1114

~~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 5. 3. 48 for a service speed of 115 R.P.M., provided a notice board be fitted at the control station stating that the engines must not be run continuously between 33 and 41 R.P.M. The Machinery Certificate should be endorsed accordingly and a suitable note placed in the S.R.L.

Similar calculations for the 150 KW generator sets were approved in the Secretary's letter of 13. 1. 48 for a service speed of 500 R.P.M.

The machinery requirements for the notation "Carriage of oil F.P. above 150°F in fore peak tank, vegetable oil or molasses in midship deep tanks and deep tanks aft, vegetable oil in upper aft peak tank" have been complied with.

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 11.49

"Carrying oil F.P. above 150°F in fore peak tank, vegetable oil or molasses in midship deep tanks and deep tanks aft, vegetable oil in upper aft peak tank"

2 DB 100 lb.



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