

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME

Maria

Rpt.

Ans.

No. 15788

No. 15-610

Yms.

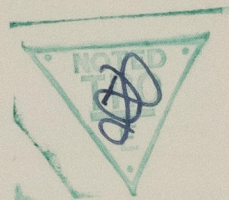
No. 20905

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

Oil Engine 48CSA.
10 G. 25 $\frac{1}{16}$ " — 55 $\frac{1}{8}$ "



~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner

If fitted with an outside gland of
approved type

Yes
No

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 **TL MC 10.39.**

2 DB 180 lb.

Yes with 2/11/39
It is concluded that the thickness of the crank web around eye hole is 210.5 mm. and the length of bearing in stern bush is 154.7 mm., but this should be confirmed.

The Ans. Surveyors should also note that certain auxiliaries, such as large pumps & compressors & dynamo are driven by steam, so that their maintenance that the donkey boiler is intended to be used for domestic purposes only is not correct.

Lloyd's Register
Foundation

003341-003348-0055