

Engines made at Copenhagen By whom made Akt. Burmeister & Wain Engine No. 4511 When made 1144
Donkey Boilers made at Stockholm By whom made Stockholm Chemical Eng. & Ryd. Bldg. Boiler No. 71083 When made 1908
Brake Horse Power 4600 Owners A/S D/S Svendborg 1881 1912 1914 Frederik

1 E

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "CHARLOTTE MAERSK" REPORT Mdb. 18914 Cpn. No. 13368

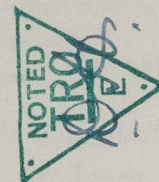
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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 2 S.C.S.A.

5 Cyl. 29 $\frac{1}{8}$ " - 63"

MN 800



~~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 1. 3. 50 for a service speed of 115 R.P.M., provided a notice board be fitted at the control station stating that the main engine must not be run continuously between 52 and 62 R.P.M. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the 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 1.51, "Carrying petroleum in bulk" 2 DB 180 lb.

Note for S.R.L.

Exhaust gas economiser to be examined at each DBS.

The Copenhagen Surveyors should be informed it is noted they have recommended a notation of 3 DB, but it is observed from the approved plans that the exhaust gas boiler is only used as a heater or economiser in conjunction with the "Scotch" boilers. As such, it is only recorded as an economiser in the Special Reasons List, and not as a donkey boiler.

It will be appreciated if the Surveyors will make due reference to this matter on their Rpt.4b in future cases, since the information is not always contained in plans submitted to this Office.

See Cpn. 27/3/51



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The arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or spaces, or from one compartment to another. Yes Is the shaft tunnel watertight. Is it fitted with a watertight door. worked from