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Nota di contenuto	<p>""Cover""; ""Dedication""; ""Foreword""; ""Preface""; ""About the author""; ""Acknowledgements""; ""Contents""; ""List of Tables and Figures""; ""Figure 1. Traditional 4 ram hydraulic steering gear""; ""Photograph courtesy of Nigel Draffin""; ""Figure 2. Two of the four engines of the Stolt Capability ""; ""Photograph courtesy of Karsten Petersen""; ""Figure 3. Engine room bottom platform""; ""Diagram courtesy of Nigel Draffin""; ""Figure 4. Engine room middle platform""; ""Diagram courtesy of Nigel Draffin""; ""Figure 5. Engine room top platform"" ""Diagram courtesy of Nigel Draffin""""Figure 6. Engine room elevation""; ""Diagram courtesy of Nigel Draffin""; ""Figure 7. Engine room auxiliaries""; ""Photograph courtesy of Nigel Draffin""; ""Figure 8. Main engine control room""; ""Photograph courtesy of Nigel Draffin""; ""Figure 9. Main switchboard""; ""Photograph courtesy of Nigel Draffin""; ""Figure 10. Pressure jet burner ""; ""Diagram courtesy of Petrosport Ltd (www.petrosport.com)""; ""Figure 11. Steam atomised burner ""; ""Diagram courtesy of Petrosport Ltd(www.petrosport.com)"" ""Figure 12. Spirax Sarco Rotary Cup Burner"" ""Illustrations and text are taken from the Spirax Sarco website Steam Engineering Tutorials at www.spiraxsarco.com/resources/steam-engineering-tutorials.asp. Illustrations and text are copyright, remain the intellectual property of Spirax Sarco, and have been used with their kind permission""; ""Figure 13. Fuel pump internal arrangement""; ""Diagram courtesy of Petrosport</p>

Ltd (www.petrospot.com)"; "Figure 14. Fuel valves for K98MC";
"Diagram courtesy of MAN Diesel & Turbo(www.mandieselturbo.com)"; "Figure 26. Cavotec ship-mounted cable reel"
