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ved by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME

"KEN RYU MARU"

REPORT

Kob.

No. 605

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.

6 Cyl. 24 $\frac{3}{4}$ " - 45 $\frac{1}{4}$ "

MN 675

~~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 3.8.51 for a service speed of 129 R.P.M., provided a notice board be fitted stating that the engine is not be operated continuously below 34 RPM.

Similar calculations for the 150 KW generator sets were approved in the Secretary's letter of 17.5.51 for a service speed of 380 RPM.

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

IMC 9.51,
DB 100 lb.

31. 3. 52.



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Foundation

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