

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SHIP'S NAME

"TAMON MARU"

REPORT

Yka

1458

Kob

No. 2157

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 2SCSA

10 cylinders 28 $\frac{3}{8}$ " - 49.3/16"

MN 1460

~~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 8.3.54. for a service speed of 128 RPM.

Similar calculations for the 240 KW generator sets were approved in the Secretary's letter of 3.6.54. for a service speed of 450 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 *LMC 6,54
2 DB(WT)142 lb.

4) The Yokohama Surveyors should be requested to confirm that the shell thickness of the exhaust gas boiler is 26 mm. as approved. *yes.*

They should also be requested to state if the diameter of the intermediate shaft is 380 mm. as approved *yes.* or 400 mm. as stated.

They should also state if a 240 mm. emergency bilge suction has been fitted in the engine room *yes.* and if the bilge suction in No. 5 hold are 3 $\frac{1}{2}$ " as approved, or 3" as stated.

yes. See Yokohama letter of 21/9/54

Lloyd's Register
Foundation
8.9.54.