

Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

S NAME "SEIHO MARU" REPORT Kob. No. 743

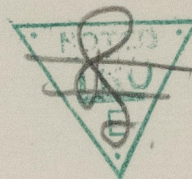
ks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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.D.A.

8 Cyl. 28 $\frac{3}{8}$ " - 47 $\frac{1}{4}$ "

New MN 1600

~~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 11.3.52 for a service speed of 112 R.P.M., provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 37 and 45 R.P.M. and the tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

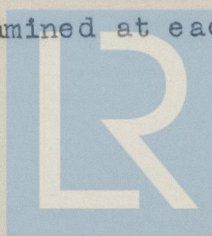
Similar calculations for the 250 KW generator sets were approved in the Secretary's letter of 20.12.51 for a service speed of 375 R.P.M.

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 1.52,

"Carrying Petroleum in Bulk",
2 DB 178 lb.

Note for S.R.L.

Exhaust gas economiser to be examined at each DBS.



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Lloyd's Register
Foundation
22.7.52.