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by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME "OTOWASAN MARU"

REPORT Kob.

No. 1142

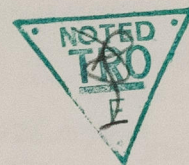
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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, 24/5/52.)

Type of Engine Oil Engine 2SCSA

9 cylinder 29 $\frac{1}{8}$ " - 63"

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 25.9.52. for a service speed of 115 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 11,52
Carrying Petroleum in Bulk
2 DB. 180 lb.

Note for SRL.

Exhaust gas economiser to be examined at each DBS.



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Lloyd's Register
Foundation

26.1.53.

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they each fitted with a discharge valve always accessible on the plating of the vessel... yes Are the blow off cocks fitted with a spigot a