

1E

Signed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME.....KOWA MARU.....REPORT Yka.....No.....3040.

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. (MAN TYPE)

9 cylinders 780mm x 1400mm (Supercharged)

M.N. 2400 B.H.P. 12,000

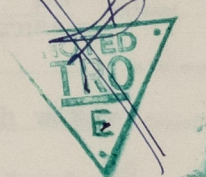
XX

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 dated 10.3.59. for a speed of 118 RPM.

Similar calculations for the two 375 KVA diesel alternator sets were approved in the Secretary's letter dated 9.6.59. for a speed of 514 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

9.59. { + LMC  
{ 2 WTAB 312 lbs.  
{ Oil Tanker

Note for SRL Appendix

Exhaust gas economiser (390 lbs) to be examined at each A.B.S.



© 2021

25.1.60.

Lloyd's Register Foundation

012585-012590-0110

Pine O.H. steel

257.5 mm