

Engineer Surveyor

Received from Chief Engineer Surveyor

RIYADH MARU

REPORT Yka

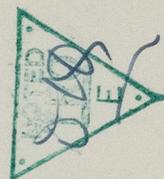
No. 2711 A,
B.C.D.E & F.

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.)

2 of Engine 2 Steam turbines with D.R. gearing to one screwshaft
H.S. 19,200 sq.ft.

M.N. 3450 (17,252 S.H.P)



If Boilers fitted with forced draught Yes

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 letters dated 31.1.58 and 29.7.58 for a speed of 105 RPM.

Similar calculations for the 100 Kw. generator set were approved in the Secretary's letter dated 20.5.58 for a speed of 720 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

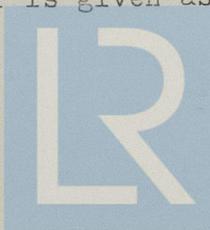
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(ES
8.58 (2 WT.B. 700 lbs (spt.630 lbs, 850°F)
(S.G. 135 lbs
(O.F.

"Carrying Petroleum in Bulk".

It is noted from Rpt 4a that the steampipes have been tested to 90 Kgs/cm² instead of 98 Kgs/cm² as required by the Rules and the Surveyors comments are, therefore, desired.

The Kobe Surveyors should be advised that the H.P. quill shaft is reported to be 200 mm. in diameter. As this diameter agrees with the approved plan, it is concluded that a typographical error was made in Kobe letter of approval, dated 14.11.57, in which the diameter is given as 220 mm.

Too correct
Kobe letter
J.R. 11/12/58



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Lloyd's Register
Foundation

4.11.58

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