

1,12,60

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Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME

"LENKORAN"

REPORT

KOB  
YKA10175  
No. 4191

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 SCSEA (SULZER TYPE)

9 cylinders 900 mm. x 1550 mm.

M.N. 3600

B.H.P. 18000

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner

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 6.3.61 and 31.8.61 for a speed of 119 RPM.

Similar calculations for the three 350KVA diesel alternator sets were approved in the Secretary's letter dated 21.7.61 for a speed of 600 RPM.

The machinery requirements have been complied with for the notation "Strengthened for Navigation in Ice, Class 3".

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  
5.62 (2 W.T. AUX.B. 227 lbs.  
(S.P.S.  
(Oil Tanker

The Kobe surveyor should be requested to forward a copy of the approved plan and letter dated 16.10.61 for the crankshaft for the 100KVA diesel alternator set.

SRL appendix

Exhaust Gas Economiser (285 lbs.)  
to be examined at each ABS.

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Lloyd's Register  
Foundation

012818-012816-0037

If shrunk, radial thickness around eyeholes 207.5 mm.

Are dowel pins fitted? NO

Crankshaft material: Journals

Steel Forging

Approved

Webs

Steel Forging

53.