

Received by Chief Engineer Surveyor

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SHIP'S NAME "TEN-EI MARU"

REPORT Yka. &amp; Kob. No. 3023

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

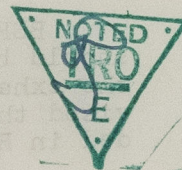
("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine

Oil Engines 2SCSA. (Sulzer type)

7 cylinders 760 - 1550 mm.

MN. 1360.

~~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 dated 2.5.55., for a service speed of 114 RPM.

The machinery requirements for the carriage of oil F.P. above 150 F in deep tank have been complied with.

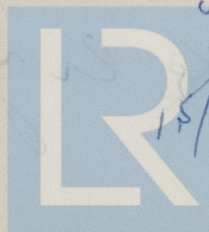
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed <sup>8</sup> LMC 7.55.  
DB 142 lb.

~~"Carrying Oil F.P. above 150 F in Deep Tank."~~Note for SRL.

Exhaust gas economiser to be considered as Scotch boiler for Survey purposes.

The Surveyors should be asked to state in which tanks the cargo oil is carried

25/1  
2/5



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15/12/55

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Null portion not yet endorsed.

Kob

For ~~ch~~ ~~er~~ ~~year~~



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