

by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

S NAME "DAIKYO-MARU"

REPORT Kob

No. 1691

marks 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 2 Steam Turbines with  
DR Gearing

HS 13720

New MN 1800

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 letter of 27.7.53. for a service speed of 101 RPM and a maximum speed of 105 RPM.

Similar calculations for the 500 KVA turbo-generator sets were approved in the Secretary's letter of 14.9.53. for a service speed of 1200 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 8,53

Carrying Petroleum in Bulk.

"Fitted for oil fuel 8,53, F.P. above 150°F"

2 WTB 469 lb.(Spt 438lb).

Note for SRL:- Economisers to be examined at each BS.  
Air receivers to be examined at each SS.

The Kobe Surveyors should be requested to forward copies of the certificates for the principal forgings of the main engines and turbo-generators, with the exception of the certificates for the main engine intermediate and screw shafts which have already been forwarded.

Lloyd's Register  
Foundation

013639 - 013642 - 0234