

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VES NAME "ASO-MARU" REPORT Kob. No. 628

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, 24/5/02.)

Type of Engine 2 Oil Engines 2 S.C.S.A.
6 Cyl. 28 3/8" - 49 3/16" each engine.
MN 1678

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 of 27. 9. 51 for a service speed of 132 R.P.M., provided a notice board be fitted at the control station stating that the engine is not to be operated continuously below 30 R.P.M. and the engine tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly.

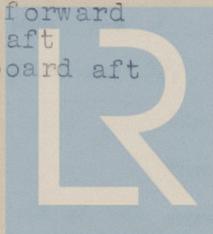
Similar calculations for the 230 KW generator sets were approved in the Secretary's letter of 12. 3. 52. for a service speed of 375 R.P.M.

The machinery requirements for the notation "Carrying vegetable oil in the deep tanks abaft engine room" 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 I.M.C. 11.51, "Carrying vegetable oil in the deep tanks abaft engine room", DB 100 lb.

Note for RMC

Three electric generators (Port forward) (Port aft) (Starboard aft)



Lloyd's Register Foundation 5. 5. 52.

or from one compartment to another. Yes Is the shaft tunnel watertight. Yes Is it fitted with a watertight door. Yes