

7689

Extract from classing letter to Kobe dated 10th February, 1961.

7689 "AUNG TEZA" This ship has today been classed 100A1, together with the appropriate notations recommended by you. I shall be glad if you will endorse the attached certificate for the propeller shaft as having been examined in the finished condition (liner fitted) and found satisfactory. You should also forward a diagram showing the disposition of the various forgings and castings in the main engine built up crankshaft.

Having regard to the Secretary's letter of the 2nd January, 1961, I shall be glad if you will issue an amended interim certificate without reference to the barred speed range.

8236 "NAGAOSAN MARU" This ship has today been classed 100A1 "MTI - vegetable oil", together with the appropriate notations recommended.



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by you. I have to point out that only one set of midship section and construction profile and deck plans have been received, and not two sets as stated on Page 4 of your report. As the plans listed in your report have not been certified to be copies of the approved plans as previously arranged and stated by you, a statement should be furnished to the effect that these plans have, in fact, been checked with the approved plans.

It appears that the moulded length for Register Book purposes is 403 ft. 7 in. (i.e. 123,000 mm) as shown on the plans forwarded and not 402 ft. 6 in. as reported, and that the length of forecastle is 79 ft. (refer instructions to Surveyors Part 2A, paragraph 29D), and also that the longitudinal framing is fitted at bottom and upper deck. I shall be pleased to receive your confirmation of these points.

As the First Entry Report has not been signed by a Ship Surveyor, the reason for this was raised in this Office on the occasion of the visit of Mr. P. Mason, and he is sure a Ship Surveyor did join in the survey, but I shall be pleased to receive your confirmation on this point.

Please forward a diagram showing the disposition of the various forgings and castings in the main engine built up crankshaft, and in future similar cases this practice should be adopted.



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