

Received by Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....

VESSEL'S NAME "TOKYO MARU" REPORT Yka. No. 652

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 S.C.S.A.

6 Cyl. 28³/₈" - 51³/₁₆"

New MN 720



~~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 5.11.51 for a service speed of 107 R.P.M., provided a notice board be fitted at the control station stating that the engine is not to be operated continuously below 35 R.P.M. and the engine tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

Similar calculations for the 150 KW generator sets were approved in the Secretary's letter of 15.4.52 for a service speed of 500 R.P.M.

The Yokohama Surveyors report the entablatures of the port inboard and outboard generators found locally thinned in way of water jacket and after testing recommend they be specially examined before the end of August, 1952.

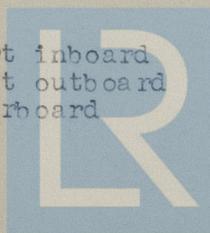
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is

eligible to be classed IMC 2.52,
 DB 100 lb,

Subject as recommended.

Note for RMC

Three electric generators (Port inboard)
(Port outboard)
(Starboard)



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Foundation

25.6.52.