

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

S NAME "NAGASHIMA MARU"

REPORT

Kob

2076

Yka

No. 1234

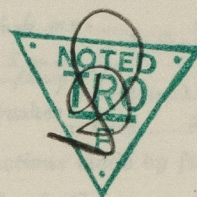
marks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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 Oil Engine 2SCSA

6 cylinders 23 $\frac{5}{8}$ " - 40.15/16"

New MN 600



~~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 13.8.53. for a service speed of 150 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 34 and 42 RPM and the tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the SRL.

Similar calculations for the 300 KW generator sets were approved in the Secretary's letter of 16.9.53. for a service speed of 380 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 2,54  
DB 100 lb.

The Kobe Surveyors should be requested to state the diameter of the intermediate shaft as this has been omitted from their report.

285 mm. — See Kobe letter of 8/7/54



© 2020

25.6.54.

Lloyd's Register  
Foundation

008439-008445-0129

spaces, or from one compartment to another. YES ✓ Is the shaft tunnel watertight YES ✓ Is it fitted with a watertight door. YES ✓