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by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

S NAME "KIRISHIMA - MARU" REPORT Kob. No. 1232.

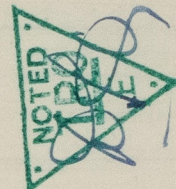
Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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 2 Steam Turbines with D.R. gearing.

H.S. 18140 sq. ft.

New MN 1400 sq. ft.



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 6.10.52 for a service speed of 114 rpm and a maximum speed of 116.5 rpm.

In accordance with the Secretary's letter of 6.10.52 the main gears are recommended to be specially examined after a period not exceeding six months in service.

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 10.52

Carrying Petroleum in Bulk

3 WTB 313 lb. (Spt) F.D.

"Fitted for oil fuel 10.52 F.P. above 150°F" subject to the main gears being specially examined after a period not exceeding six months in service.



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Lloyd's Register
Foundation

15.6.53.

009570-009579-0141

Are all Sea Connections fitted direct on the skin of the ship. Are they fitted with Valves or Cocks.