

4 E

of Engineer Surveyor

Received from Chief Engineer Surveyor

NAME

"NICHINAN MARU"

REPORT

Kob.

139

Kob.

No. 135

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.)

REPAIRS-TO-ENGINES-AND-BOILERS-DUE-TO-DAMAGE-THROUGH

This tanker was built in 1941 to combined British Corporation ~~and the~~
~~and Nerske Veritas~~ approved plans for "Bulk oil carrier F.P. below
150 °F" under ~~Nerske Veritas Survey~~ NK Survey.

Classification with this Society is desired.

A Special Survey has been held on the machinery and First
Entry Reports rendered.

Outstanding are the following:-

- 1) The general service pump to be disconnected from the bilge line and the oil fuel transfer pump to be connected to the main bilge line.
- 2) The pump room lighting fitting is to be replaced by a certified flame proof fitting installed and wired external to the pump room.

IT IS SUBMITTED that this vessel is eligible
for the record LMC 5.50, S 4.50.

"Fitted for oil fuel, F.P. above 150 °F"

Subject to the above outstanding requirements being completed.

Particulars for Register Book

2 Steam turbines D.R. geared to one screwshaft.

MN 760. 3 SB 9 C.F. 249 hr.

HS 9233 sq.ft. F.D. (Spt.) C.L.

It is concluded that the R.P.M. of the LP turbine is 3702 and
of the LP 1st reduction wheel 810 as given in the approved plans
and not 5202 and 857 as given in Rpt.4a, but this should be confirmed.



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Lloyd's Register
Foundation

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