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Received by Chief Engineer Surveyor _____ Received from Chief Engineer Surveyor _____

VESSEL'S NAME "NISSYO MARU" REPORT Kob. No. 663

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, 24/5/52.)

Type of Engine Oil Engine 2 S.C.S.A.

10 Cyl. 28 $\frac{3}{8}$ " - 49 $\frac{3}{16}$ "

MN 1398



~~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 15.10.51 for a service speed of 125 R.P.M.

Similar calculations for the 240 KW generator sets were approved in the Secretary's letter of 19.10.51 for a service speed of 500 R.P.M.

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 as IMC 12.51,

"Carrying Petroleum in Bulk",

2 DB 171 lb.

29. 5. 52.



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paces, or from one compartment to another _____ is the shaft tunnel watertight _____ is it fitted with a watertight door _____