

Received by Chief Engineer Surveyor.....

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SHIP'S NAME "MIKAGESAN MARU" REPORT Kob. No. 3856

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

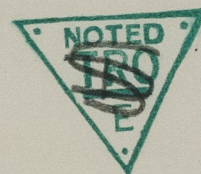
("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine

Oil Engines 2 SCSA (B. & W. Type)

9 cylinders 740mm. x 1600mm.

MN. 2250

~~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 dated 10.7.56., for a service speed of 115 RPM.

Similar calculations for the 230 KW. diesel dynamo set were approved in the Secretary's letter dated 6.2.56., for a service speed of 425 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 6.56.
DB 100 lbs.

Note for S.L.L. Exhaust for economisers to be considered as Scotch Boiler for Survey purposes

The Surveyors should be requested to state whether the exhaust gas boiler supplies steam direct to the range.

*Kob letter 31/10/56
L.H.H.*

X 16/10



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27.9.56.

Lloyd's Register
Foundation

011378-011385-0117