

by Chief Engineer Surveyor

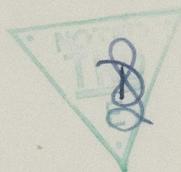
Received from Chief Engineer Surveyor

S NAME "SHOSEI MARU" REPORT Kob. No. 1422.

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 2 SCSA.
6 cyl. 29. 1/8" - 63"
New MN 1106.

~~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 16.2.53 for a service speed of 115 rpm, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously below 30 rpm and the tachometer be marked accordingly. The machinery certificate should be endorsed accordingly and a suitable entry made in the S.R.L.

Similar calculations for the 200 KVA generator sets were approved in the Secretary's letter of 17.2.53 for a service speed of 400 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 5.53.
2 DB 142 lb.

Note for S.R.L.

Exhaust gas economiser to be examined at each DBS.



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Lloyd's Register
Foundation

10.8.53

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