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ived by Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....

P'S NAME ....."BROOKLYN MARU"..... REPORT ....NAG KOB.... No. 1069. 7546.

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 Engine 2 S.C.S.A.

9 cylinders 750mm. x 1500mm.

M.N. 2600 B.H.P. 13,000

~~Tail Shaft~~

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 letters dated 20.5.60 and 24.10.60 for a speed of 124 R.P.M.

Similar calculations for the three 280 KVA. diesel alternator sets were approved in the Secretary's letters dated 10.11.58 and 6.1.60 for a speed of 514 R.P.M.

The machinery requirements have been complied with for the notation "Carrying vegetable oil in Deep tank aft".

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 7.60 { + LMC / AUX.B. 100lbs.

3.11.60.

SRL APPENDIX NOTE.
Exhaust Gas economiser (100lbs.) to be examined at each A.B.S.

The Kobe Surveyors should be requested to state the number of crankcase explosion relief devices fitted to each Auxiliary Engine.

NOTE. S.P.S. STEEL.

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012036-012041-0035