

Received by Chief Engineer Surveyor.....

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SHIP'S NAME "INUISAN MARU" REPORT Kob No. 2170

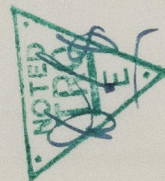
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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 2SCSA

6 cylinders 29 $\frac{1}{8}$ " - 63"

MN 1500

~~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 10.5.54. 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 32 RPM and the engine tachometer be marked accordingly.

Similar calculations for the 210 KVA generator sets were approved in the Secretary's letter of 29.3.54. for a service speed of 450 RPM.

The machinery requirements for the notation of "Carrying vegetable oil in side tanks aft" have been complied with.

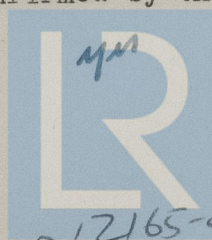
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed \*LMC 6,54

DB(WT) 142 lb. made '44 fitted '54

DB(exhaust gas) 142 lb.

"Carrying vegetable oil in side tanks aft"

It is concluded that a 7" emergency bilge suction is fitted in the engine room, but this should be confirmed by the Kobe Surveyors.



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10.9.54.

Lloyd's Register  
Foundation

012165-012171-0157