Machinery installed at ..... By Mitsubishi Nippon Hvy. Ind. Ltd.

Particulars of restricted service of ship, if limited for classification ..... None

1E

Chief Engineer Surveyor ..... *Received from Chief Engineer Surveyor* .....

NAME SUMIDA MARU *REPORT* Yka Kbe 3311 No 7766

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 (M.A.N. type)

9 cyls. 780mm. x 1400mm. (supercharged)

M.N. 2400 B.H.P. 12,000

~~Propeller 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 letter dated 16.3.60 for a speed of 118 R.P.M.

Similar calculations for the three 300Kwa diesel alternators were approved in the Secretary's letter dated 25.5.60 for a speed of 514 R.P.M.

The machinery requirements have been dealt with for the notation "Carrying vegetable oil in after deep tanks".

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 6.60 (+LMC (Aux. B 100 lbs.

J.E.L.

10.10.60.

Note for S.R.L. Appendix

Exhaust gas economiser 142 lbs. to be examined at each B.S.

Note:- Steam pipes to be surveyed

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Side ..... Pins O.H.Steel O.H.O. Electric Furnace Steel

Crankshaft material Journals