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

SHIP'S NAME "NISSHUN MARU" *REPORT* Kob. *No.* 2853
Yka. 1723

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 (BφW type)

6 cylinders 740 - 1600 mm.

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 dated 28.2.55. for a service speed of 115 RPM provided a notice board is fitted at the control station stating that the engine is not to be worked continuously between 39 and 49 RPM, and the engine tachometer marked accordingly. The Machinery Certificate should be endorsed to this effect and a suitable note made in the S.R.L.

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 7.55.
2 DBWT 135 lb.

Note for S.R.L.

Exhaust gas economiser to be considered as Scotch boiler for Survey purposes.

It is concluded that a notice board has been fitted at the control station stating that the engine is not be worked continuously between 39 and 49 RPM and that the tachometer has been marked accordingly but this should be confirmed.

15.9.55.

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