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

ME NIKKO MARU ..... REPORT Kob No. 6496

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, 24/5/52.)

Oil Engine 2 S.C.S.A. (Sulzer Type)

6 cylinders 760 mm x 1550 mm

MN = 1560

BHP = 7800



30 SEP 1959

~~to be 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 27.7.59 for a speed of 119 RPM. provided the engine is not run continuously between 49 RPM and 63 RPM.

Similar calculations for the two 130 K.V.A. diesel alternator sets were approved in the Secretary's letter dated 12.3.59 for a speed of 600 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 7.59

(+LMC DB. 142 lbs (DB. 142 lbs for now) Aux. B. (185 LBS)

Appendix Note. The Exhaust Gas Economiser to be examined at each D.B.S.

The Surveyors report having adjusted the Exhaust Gas Economiser safety valves to a pressure of 13 Kg cm<sup>2</sup>, it is concluded this read 10.3 Kgcm<sup>2</sup>, but confirmation is requested.

shaded  
11/9  
5/10/59



Lloyd's Register Foundation

013664 - 013670 - 0300

3.9.59