

Received by Chief Engineer Surveyor.....

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SHIP'S NAME....."NAGAOSAN MARU".....REPORT.....KOB.....No. 8236..

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. (B & W type)

6 cylinders 620mm. x 1400mm.

M.N. 1300

B.H.P. 6500

~~IF EXHAUSTERS 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 28.3.60 for a speed of 135 R.P.M. with either the working or spare propeller fitted.

Similar calculations for the three 275 KVA. diesel alternator sets were approved in the Secretary's letter dated 31.5.60 for a speed of 514 R.P.M.

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

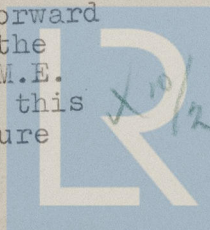
8.60 { + LMC
AUX.B. 100lbs.
S.P.S.

19.1.61.

S.R.L. APPENDIX NOTE.

Exhaust Gas Economiser (135lbs.)
to be examined at each Aux.B. Survey.

The Surveyor should be requested to forward a diagram showing the disposition of the various forgings and castings in the M.E. built up crankshaft, and advised that this practice should be adopted in all future cases.



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