

Received by Chief Engineer Surveyor.....

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SHIP'S NAME "AKI-MARU"

REPORT Smk

No. 330

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, 24/5/52.)

Type of Engine Two Oil Engines 2SCSA

Each 6 cylinders 28 $\frac{3}{8}$ " x 49.3/16"

New MN 1720

~~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 14.7.53. for a service speed of 128 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously below 31 RPM and the engine tachometer be marked accordingly.

The Surveyors report, however, that tick over speed of engines is above 31 RPM and this proviso does not therefore apply.

The torsional vibration characteristics of the auxiliary engines were approved in the Secretary's letter of 19.10.53. for a service speed of 375 RPM.

The machinery requirements for the notation "Carrying vegetable oil in deep 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 2,54

DB 100 lb

"Carrying vegetable oil in deep tanks aft"

See *and dated* 10/11/54 DB(WT) 8011

11.11.54

Note for RMC:- Port forward  
Port aft inboard  
Starboard

*Ported  
Lift*

*See*  
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30.8.54.

Lloyd's Register  
Foundation

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