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Inspected by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME OHMINESAN MARU REPORT Kobe No. 6482

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 S.C.S.A (B. & W. Type)
 12 cylinders 740 mm x 1600 mm (supercharged)
 MN.3000 BHP. 15,000

~~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 12.5.58 for a speed of 115 RPM.

Similar calculations for the three 320 K.V.A. diesel alternator supercharged sets were approved in the Secretary's letter dated 14.5.58 for a speed of 450 RPM.

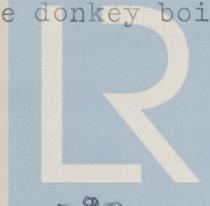
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

2.59 (+LMC
 (2 W.T.D.B. Primary 780 lbs
 Secondary 257 lbs (spl))

Note for SRL: Exhaust gas economiser (W.P. 280 lbs) to be examined periodically.

In the absence of mention in their Rpt 5b the Surveyors should be requested to state whether the superheater was fitted to the Secondary section of the donkey boilers as shown in the approved plans.

NOTED FOR POSTING
 31/5/59



15.4.59
 The Register
 Foundation

Diameter of journals 590mm Centre 115 Diameter of crankpins 115 Side 115 Breadth of webs at mid-throw 1010mm Axial thickness of w Cast Steel Minim