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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

JS

~~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

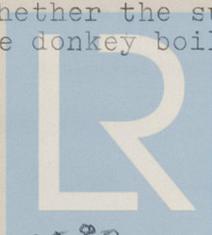
2.59 (+LMC)
(2 W.T.D.B. Primary 780 lbs
Secondary 257 lbs *(Spt)*)

NOTED FOR POSTING 25/5/59

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

*Yes. 26/5/59
Koh altm
G. J.H.
25/5/59*

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.



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