

d by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME 'AKAGISAN MARU' REPORT Kob. No. 527

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 SCSA

9 cyl. 29 $\frac{1}{8}$ " - 63"NEW MN ~~1438~~ 1600~~If-Boilers-fitted-with-forced-draught.~~

Tail Shaft. If fitted with a continuous liner Yes.

If fitted with an outside gland of approved typeno.

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of the 7.12.51 for a service speed of 110.5 RPM.

Similar calculations for the 230 KW generator sets were approved in the Secretary's letter of 30. 1. 52 for a service speed of 425 RPM.

Machinery requirements for the notation "Carrying vegetable oil in deep tank" 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 9.51
DB 100lb.

"Carrying vegetable oil in deep tank"

Note For RMC

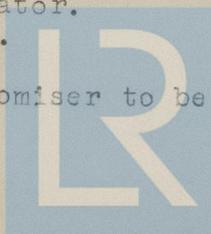
(P.F. Outer generator.

(P.F. Inner generator.

(P. Aft.generator.

Note For SRL

Exhaust gas economiser to be examined at each DBS.



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