



Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)

(P. O. Box No. 446)

83, KYO-MACHI, IKUTA-KU,

KOBE, JAPAN.

Ref: Classn(S)

Ref: Eng.

Kobe, 16th December, 1955.

RECEIVED

22 DEC 1955

Ans'd

Dear Sir,

M.V. "HIKAWA MARU"

With reference to your letter dated 22nd November regarding the First Entry Report on the above named ship, we are forwarding, under separate cover, Rpt.4b together with a copy of Rpt.10 No.24144 and plan in connection with the La Mont exhaust gas economizer for your reconsideration.

With regard to the queries raised, we have to state as follows:-

- (1) Crankcase explosion relief devices have been fitted as per Rules to the main and auxiliary oil engines.
- (2) A notice board has been fitted at the control station in Japanese as follows:-

Critical Speed Range.
Node Order 1-5 r.p.m. 30-48
These revolutions should be avoided.

However the engine tachometer has not been marked to indicate the barred speed range of 34/44 r.p.m. It is confirmed by the Builders that the mark will be fitted when the vessel has completed the present voyage.

- (3) The requirements of paragraph E320 of the Rules have been carried out.
- (4) Diameters of engine room port and deep tank port side bilge suctions should read 3" and 2½", respectively and not 2" and 2" as reported.
- (5) The type of safety valves on the oil fired donkey boiler is "Improved High Lift" and we presume that the area of 100.5 sq.cm. is sufficient.

(Cont'd.)



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- (6) The thickness of donkey boiler furnaces is 16mm as fitted and 14mm on plan.
- (7) The mean pitch of donkey boiler stay tubes recorded in the Report should read 196 x 300mm.

We regret the errors and omissions in the Report.

Yours faithfully,

[Handwritten Signature]
 For the Surveyors.

Sent under separate cover:-

Rpt.4b
 Copy of No.24144 and Plan No.410532.

The Secretary,
LONDON.

[Extensive handwritten notes in blue ink, including dates like 22/11/1952 and various technical observations.]



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