

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SHIP'S NAME

"HIKAWA MARU"

REPORT

Kob.

No. 3026

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

Oil Engines 2SCSA.

5 cylinders 780 - 1400 mm.

MN. 1093

~~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 dated 17.10.55., for a service speed of 114 RPM. provided a notice board be fitted at the control station stating that the engines are not to be worked continuously between 34 and 44 RPM. and the engine tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable note made in the SRL.

Similar calculations for the 200 K.V.A. generator sets were approved in the Secretary's letter dated 10.6.55., for a service speed of 600 RPM.

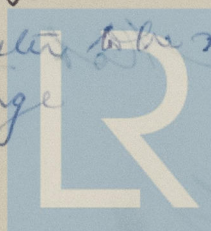
The machinery requirements for the notation "Carrying Vegetable Oils in Forward Deep Tanks" have been complied with.

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 7.55  
DB 142 lbs.

"Carrying Vegetable Oils in Forward Deep Tanks."

Note for SRL. Exhaust gas economiser to be considered as Scotch boiler for Survey purposes.

*Main engine tachometer to be marked with the barred speed range*



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20/12/55



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Before this case can be dealt with, the First Entry Rpt. on the La Mont exhaust gas economiser should be forwarded and also the plans. In this connection the Surveyors should be advised that mention of the fitting of this economiser should have been made in Rpt. 4b under the heading, "General Remarks".

The following points require confirmation:-

- (1) Have crankcase explosion relief devices been fitted, as per Rules, to the main and auxiliary engines? ✓
- (2) Has a notice board been fitted at the control station and the engine tachometer marked to indicate the barred speed range of 34/44 RPM? ✓ *tach. not marked*
- (3) Have the requirements of paragraph E 320 of the Rules (alternative Carriage of Oil etc.) been carried out? ✓
- (4) Diameters of ER forward port and deep tank port side bilge suctions shown respectively on the plan as 3" and 2½" and in the Report as 2" and 2". ✓
- (5) Diameter and type of safety valves on the oil fired donkey boiler. The area of 100.5 sq.cm. for high lift valves, as stated in the Report, is insufficient as the Rule size is 119 sq.cm. *P.H.L. area now sufficient*
- (6) Thickness of donkey boiler furnaces (14 mm. on plan and 16 mm. in Rpt.)
- (7) Mean pitch of donkey boiler stay tubes in nests, (196 x 300 mm. on plan, and 196 x 200 in Rpt.)

*yes correct*

*22/12/55*

*(Seen by Mr. McArthur)*

*For clsg in Rpt. :-*

*4 22/12/55*



18.11.55

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