

Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME "MEIKEI MARU" REPORT Kob. No. 3177

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 SCSA (B. & W. type)
5 cylinders 740mm. x 1600 mm.
MN. 1250.



~~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 propeller machinery were approved in the Secretary's letter dated 22.8.55., for a service speed of 115 RPM. provided a notice board be fitted at the control station stating that the engines are not to be worked continuously between 29 and 36 RPM. and the engine tachometer be checked accordingly and a suitable note made in the SRL, and Machinery Certificate marked accordingly

Similar calculations for the diesel dynamo engines were approved in the Secretary's letter dated 19.7.55., for a service speed of 115 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

- (*) LMC. 9.55.
- WTDB. Primary 711 lbs.
- Secondary 142 lbs.
- Exhaust gas boiler 142 lbs.

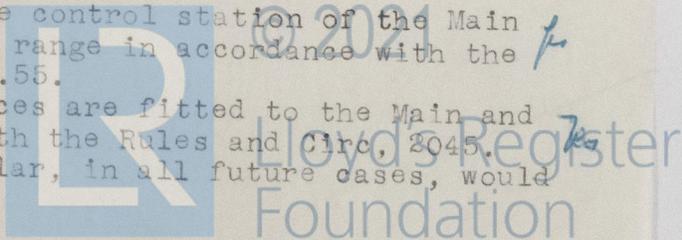
NOTED FOR POSTING
Corrected
20/11/57

~~for SRL. WTDB economiser to be examined at each E.S.~~

It is concluded but should be confirmed that:-

a notice board has been fitted at the control station of the Main Engine indicating the barred speed range in accordance with the Secretary's letter Eng. dated 22.8.55.

that Crankcase Explosion Relief Devices are fitted to the Main and Auxiliary Engines in accordance with the Rules and Circ. 2045. Compliance with para 4 of the Circular, in all future cases, would be much appreciated.



"MEIKEI MARU"

- (3) that steam accumulation tests were held on the safety valves of the primary and secondary elements of the oil burning boiler and of the Exhaust gas boiler. *Yes*

The Surveyors should be requested to forward, for record purposes, a plan of the steam pipe arrangements in the Engine Room and to do so in all future cases, when forwarding plans.

See Kobe letter 12/3/56
[Signature]

X 10/2 checked a/2

[Signature]

25.1.56.



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