

Rpt. 9

Date of writing report 22nd April, 1960
Survey held at Kobe

Received London
No. of visits 2

Port KOBE
First date 6th April, Last date 13th April, 1960

118 MAY 1960

No. 7744

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 14337 T. ~~858~~ "HIKAWA MARU" Gross tons 11625 Date of build 5, 1930
Owners Nihon Yusen Kaisha Managers - Port of Registry Tokyo
Engines made Con By Burmeister & Wain Type 2 Oil Engines 4D each 8Cy. 680 x 1600mm
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 2 db W.P. 120 lbs
Surveyed Afloat or in Dry Dock Both
Nature of Survey CS
Was Damage Report issued? No Int. Cert.? Yes, Bl-63287 copy attached.
Last Report (For Head Office only)

Hull	Machinery
+100A1	+LMC
	+LLOYD'S RMC
SS 10, 57	Engine CS 6, 58
DS 10, 59	Boiler d 10, 59
	Tail shaft CLp10, 59

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers (P. & S.) Good Wear Down of Stern Bushes p. 3.5mm s. 4mm Oil Glands - Sea Connections -
Fastenings Good Yes Has Screwshaft Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? -
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -
MAIN ENGINES ~~Keep in good order~~ I.C.) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods No. 3 Good No. 7 Good
2 Valves & Gears No. 3 Good No. 7 Good
3 Connecting Rods, Top Ends & Guides No. 3 Good No. 7 Good
4 Crankpins & Bearings No. 3 Good No. 7 Good
5 Journals & Bearings
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship so far as now seen is in an efficient condition and that in the case of this vessel the following survey records be made in the Supplement to the Register Book CS (with date) when the survey has been completed and that her Machinery Classification Record be continued in the Book.

Date of Committee TUESDAY 31 MAY 1960
Decision As now

- 32 Essential Independent Pumps (Identify by position).....
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices.....
- 39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....
- 41 Oil Fuel Tanks (Not forming part of hull structure).....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			1 Generators & Governors.....
b Exciters.....			m Motors.....
c Air Coolers.....			n Switchboards & Fittings.....
d Motors.....			o Circuit Breakers.....
e Air Coolers.....			p Cables.....
f Control Gear, Cables, etc.....			q Insulation Resistance.....
g Insulation Resistance.....			r Steering Gear Generators and Motors.....
h Insulating Oil Test.....			s Navigation Light Indicators.....
i Overspeed Governors.....			
j Magnetic Couplings.....			
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN..... AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves.....

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to { Sat.....

{ Spt.....

Boiler Securing Arrangements.....

Main Economisers..... Exhaust Gas Heated Economisers.....

Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Forced Circulating Pumps.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main..... Auxiliary (over 3 in. bore).....

Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Wear and Tear Repairs:-

- S. Main Engine:- No.7 top clinder cover replaced with spare.
- No.8 top and bottom cylinder liners replaced with spare.
- No.7 forward crosshead brass renewed.
- No.8 piston rod sleeve skimmed up (finished dia. 248 mm.)
- * Blast air compressor MP tube nest replaced with spare.
- * Blast air compressor LP tube (one) renewed).
- * On completion, hydraulical tests (MP=25.5 KG, LP=7.5 KG) were held and found tight.
- P. Main Engine:- Nos. 3 & 8 piston rod sleeves skimmed up (finished dia. 246 & 248mm, respectively).
- Blast air compressor MP (50 tubes) and LP (one tube) renewed.
- *The Owners do not require to put these items into C.S. case at this time.
- Other minor repairs effected.

MARKS:-

T No 1 R No 3064 - A
LLOYD'S TEST NAG
HP 15 Kgs LP 7 Kgs
MO R 27-9-59

No 7
TOP
CYL
COVER

T No 9
LLOYD'S TEST NAG
HP 15 Kgs LP 7 Kgs
MO R 19-3-58

No 8. TOP LINER

T No 2256
LLOYD'S TEST NAG
HP 15 Kgs LP 7 Kgs
MO R 29-3-58

BOTT LINER



LEAVE THIS SPACE BLANK

Survey fees

C.S. £40,000

Damage fee

Expenses...

Date when A/c rendered

MAY - 2 1960

© 2021

Lloyd's Register
Foundation

C.S. advanced.
Decking. Spars
Some main engine parts renewed.
It is submitted that this
vessel is eligible to remain
as CLASSED.