

Rpt. 9

19 MAY 1959

Date of writing report 22nd April, 1959.

Received London

Port KOBE

No. 6611

Survey held at Kobe

No. of visits 3

First date 13th April, 1959

Last date 19th April, 1959.

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 64025 ~~TEX~~ "HIKAWA MARU"

Gross tons 11625 Date of build 5, 1930

Owners Nippon Yusen K.K.

Managers

Port of Registry Tokyo

Engines made Cpn By Burmeister & Wain

Type 2 Oil engines 4DA each 8Cy. 68 x 1600mm

No. of Main Engines 2 No. of Screws 2

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of ~~AW~~/Donkey Boilers 2 db W.P. 120 lbs

Surveyed Afloat or in Dry Dock Drydock

Nature of Survey Int. docking TS & CS

Was Damage Report issued? No Int. Cert. Yes, Bl-57356

Last Report (For Head Office only) copy attached.

Hull	Machinery
+100A1	+LMC
with freeboard	Engines CS 6,58
	Boilers d10,58
SS (Dr) 11,53 Kob 10,57	Tail shaft CLp10,58
DS 10,58	10,58

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 Good Wear Down of Stern Bushes S - Rewooded P - 5.4 mm Oil Glands - Sea Connections -  
Fastenings Good Has Screwshaft been drawn? S - Yes Date of Examination S - 13-4-59 Has Shaft been changed? No  
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? -

MAIN ENGINES (Reciprocating I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods  
2 Valves & Gears  
3 Connecting Rods, Side  
Top Ends & Guides Centre  
4 Crankpins & Bearings, Side  
Centre  
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

FORWARD

AFT

6 Cyls., Covers, Pistons & Rods Good  
7 Connecting Rods & Top Ends Good  
8 Crankpins & Bearings Good  
9 Journals & Bearings Fore & Aft Good  
10 Coolers & Safety Devices All (HP, MP, & LP) Good

Good  
Good  
Good  
Fore & Aft Good  
H.P. & M.P. Good

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 good condition and eligible in our opinion to remain as now classed with fresh record of CS (with date) on completion and TS(CL)S 4,59 now.

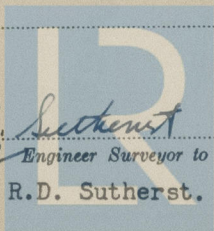
TUESDAY - 2 JUN 1959

Date of Committee

Decision

40m, 4, 57. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header



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R.D. Sutherst & J. Nonomura  
Engineer Surveyor to Lloyd's Register of Shipping  
R.D. Sutherst, & J. Nonomura.

010369 - 010377 - 0054 1/2



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	AUXILIARY EQUIPMENT
a Generators.....	l 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 & Tear Repairs :-

Main Engine Port :- No.6 top cylinder cover cracked - renewed.  
Nos. 4 & 6 piston rods found cracks in way of thread - renewed.

Star'd :- No.2 top cylinder cover cracked - renewed.  
No.1 top & bottom piston crown burned - renewed.  
No.1 piston rod found crack in way of thread - renewed.

Identification Marks.

PORT TOP CYLINDER COVER

LLOYD'S TEST-KOB  
W.T.P. 52.5 KG  
JN 10-11-55  
W.T.P. 4 KG  
JN 28-11-55  
FINISH  
JN LR 6-12-55

STAR'D TOP CYLINDER

LLOYD'S TEST-KOB  
H.P. W.T.P. 52.5 KG  
21-10-55  
L.P. W.T.P. 4 KG  
24-16-55  
FINISH  
JN LR 24-10-55

Cont'd/...

Survey fees CS £ 20,000.-  
Repairs 10,000.-  
TS (CL) 10,500.-

Damage fee ...

Expenses... ..

Date when A/c rendered

MAY - 9. 1958

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Lloyd's Register  
Foundation

51s due 10-59 now held

It is submitted that  
this vessel is eligible for  
THE RECORD.

5.15 4.59

JK

1958 MAY 28

LEAVE THIS SPACE BLANK



Rpt.

Port of KOBE

Continuation of Report/No. 6611 dated 22nd April, 1959. on the

m.v. "HIKAWA MARU"

Starb'd No.1 top & bottom piston crowns.

F 5862 310B 2/2

LLOYD'S TEST KOB  
W.T.P. 52.5 KG  
AJ 29-9-58  
W.T.P. 4 KG  
AJ 30-9-58  
AJ LR 9-10-58

F 5829 310C 5/5/

LLOYD'S TEST KOB  
W.T.P. 52.5 KG  
AJ 30-9-58  
AJ LR FINISH 9-10-58

Port No.4 & 6 and starb'd No.1 piston rods.

LLOYD'S TEST KOB  
No. MK-F1267-2  
JN FIN 13-4-59 LR

LLOYD'S KOB  
No. M-F 922-1  
AJ LR  
FINISH 8-4-58

LLOYD'S KOB  
No. M-F 922-2  
AJ LR  
FINISH 8-4-58

NOTE:- The wear down of the port stern bush is 5.4 mm and the Owners attention was drawn to this and the Owners superintendents stated that the port stern bush will be dealt with at the next drydocking which would take place in October, 1959.

Minor repairs effected.

*Jrv*