

ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "HAKURASAN MARU" REPORT Kob. N89A

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 2 Steam turbines D.R. geared to one screwshaft.

H.S. 9204 sq.ft.

MN 720



If Boilers fitted with forced draught Yes

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

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 11.49

3 WTB 285 lb. (Spt.)

The Kobe Surveyors should be informed their remarks on Rpt. 4a regarding bilge suction are not clear. They should therefore confirm whether the following have been fitted:-

Machinery space

Branch suction 6 @ 80 mm., 1 @ 70 mm. and 1 @ 50 mm.

Holds, etc.

Nos. 1, 3 and 4 holds - 2 each @ 80 mm.

No. 2 hold - 4 @ 80 mm.

Bunker - 2 @ 80 mm.

No. 5 hold - 1 @ 80 mm.

Tunnel well - 1 @ 80 mm.

They should also be informed the MN appears to be 720, made up as follows:-

$$\frac{285 + 590}{1500} \left(\frac{2800}{6} + \frac{9204}{12} \right)$$



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Further, they should be advised that wherever approval of scantlings, etc. has been given in metric units, these units are to be reported and not to be transposed to English units. This will save unnecessary work^h in this Office and at their end. ^{you}

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