

BY AIR MAIL.

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LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, London, E.C.3

Telegrams : Committee, Fen, London

Telephone : ROYal 3551 (6 Lines)

25th October, 1956.

Dear Sirs,

classn.(S)

Motorships "MOGAMISAN MARU"
"MIKAGESAN MARU"

I acknowledge receipt of your letter of the 12th ultimo, respecting the above ships, the contents of which have been noted.

The logs of the refrigerating installation tests on the above ships have been examined and it is considered the installations should be capable of the maximum duty required, and are eligible, therefore, for the temperature qualification "to maintain temp. 0°F with sea temp. 90°F maximum", and for the symbol ‡.

It will be realised, however, that the tests were not carried out in accordance with the notes accompanying the recent Circular No. 2084, there being neither stabilisation for extraction of heat (Paragraph 4) or steady internal temperatures for the balance period (Paragraph 5). No doubt you will see that future tests are carried out in accordance with the Circular, and it will be noted that the information referred to in Paragraph 7 will be sent to you on request.

The scupper plan, No. 51-170 has been noted and the arrangements so far as the refrigerating installation drainage are concerned, are such as could be accepted provided the self closing cocks in the downcomers in the engine room



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Motorships "MOGAMISAN MARU"
"MIKAGESAN MARU"

26th October, 1956.

are removed, and the ends of the pipes made visible. The removal of the cocks is to ensure continuous drainage as required by the Rules.

In the case of the water defrosting plan No. 59-30, the arrangements could also be accepted, but as required in all such cases, a notice board should be prominently displayed stating that the portable rubber connection in the water supply line is only to be connected when defrosting is in progress, and the bilge pumps are to be in operation. In this connection, it is required that Surveyors test water defrosting systems with the bilge pumps in operation to ensure there is no accumulation of water in the bilges.

I shall be glad to receive your comments on these points regarding drainage and water defrosting arrangements.

On receipt of your reply, your First Entry Reports Nos. 3869 and 3856 will be submitted to the Committee.

Yours faithfully,

pre Clerk to the
Classification Committee.

The Surveyors,
KOBE.



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