

Received by Chief Engineer Surveyor

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SHIP'S NAME "HODAKASAN MARU" REPORT Kob. No. 3020

The 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 2SCSA (B & W type)

9 cylinders 740 - 1600 mm.

MN. 2250



If-Boilers-fitted-with-foreed-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 propelling machinery were approved in the Secretary's letter dated 20.4.55., for a service speed of 115 RPM.

Similar calculations for the 230 KW. generator sets were approved in the Secretary's letter dated 20.4.55., for a service speed of 425 RPM.

The Machinery requirements for the carriage of oil F.P. above 150 F. in the deep tank have been complied with.



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 7.55.

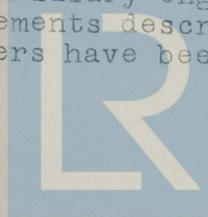
DB 100 lbs.

"Carrying oil F.P. above 150 F. in Deep Tank."

Note for SRL. Exhaust gas economiser to be considered as Scotch boiler for survey purposes.

It is concluded that Crankcase Explosion Relief Devices according to the Rules are fitted to the main and auxiliary engines and that, in addition to the fire extinguishing arrangements described in the Report, 6 - 2 gallon and 2 - 10 gallon extinguishers have been installed but, these points should be confirmed.

Handwritten note: X 25/11



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