

2 NOV 1955

Built at	Tamano, Japan	By whom built	Mitsui S.B. & Eng., Co., Ltd.	Yard No.	593	When built	July, 1955
Engines made at	Tamano	By whom made	Mitsui S.B. & Eng., Co., Ltd.	Engine No.	558	When made	July, 1955
Donkey Boilers made at	Tamano	By whom made	Mitsui S.B. & Eng., Co., Ltd.	Boiler No.	384 385	When made	July, 1955
Brake Horse Power	11250	Owners	Mitsui Sempaku K.K.	Port belonging to	Tokyo		
M.N. Power as per Rule	2250	Is Refrigerating Machinery fitted for cargo purposes	Yes	Is Electric Light fitted	Yes		
Trade for which vessel is intended							

of a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork..... -

Main Air Compressors, No. .... - No. of stages ..... - diameters ..... - stroke ..... - driven by ..... -

Auxiliary Air Compressors, No. .... 2 ..... No. of stages ..... 2 ..... diameters L.P. 130mm H.P. 115mm stroke 120mm driven by Elec. motor

Small Auxiliary Air Compressors, No. .... 1 ..... No. of stages ..... 2 ..... diameters L.P. 95mm H.P. 56mm stroke 95mm driven by Hand

That provision is made for first charging the air receivers ..... By hand compressor

Supercharger

Driving Air Pump, No. .... 3 ..... diameter ..... - ..... stroke ..... - ..... driven by Exhaust gas turbine

Auxiliary Engines crank shafts, diameter as per Rule ..... 158.77mm No. .... 3 (Eng. No. 559, 560, 561) as fitted ..... 170mm Position Port side built seat on tank top

Have the auxiliary engines been constructed under special survey ..... Yes ..... Is a report sent herewith Yes

011433-011440-02.56



AIR RECEIVERS:—Have they been made under survey Yes State No. of report or certificate AR-23054

Is each receiver, which can be isolated, fitted with a safety valve as per Rule 2-10mm Fusible plug

Can the internal surfaces of the receivers be examined and cleaned Yes Is a drain fitted at the lowest part of each receiver Yes

Injection Air Receivers, No. - Cubic capacity of each - Internal diameter - thickness -

Seamless, welded or riveted longitudinal joint - Material - Range of tensile strength - Working pressure by Rules -

Starting Air Receivers, No. 2 Total cubic capacity 26 M<sup>3</sup> Internal diameter 1,718mm thickness Shell 25mm  
Seamless, welded or riveted longitudinal joint Welded Material O.H. Steel Range of tensile strength Flange 42.6-43.3kg/mm<sup>2</sup> End plate 31mm  
Shell Working pressure Actual 25 kg

IS A DONKEY BOILER FITTED Yes If so, is a report now forwarded Yes

Is the donkey boiler intended to be used for domestic purposes only Yes

PLANS. Are approved plans forwarded herewith for shafting 15-11-1954 (Kobe) Receivers 28-12-1954 (Kobe) Separate fuel tanks 28-12-1954 (Kobe)

Donkey boilers 8-12-1954 (Kobe) General pumping arrangements 6-11-54 (Kobe) Pumping arrangements in machinery space 3-12-54 (Kobe)

Oil fuel burning arrangements 4-12-1955 (Kobe)

Have Torsional Vibration characteristics been approved Yes Date of approval 6-4-55.

### SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.

State the principal additional spare gear supplied 4-Exhaust valves, 2-starting air valves, 1/2 set and 2-Fuel valves for one engine, 8 sets - piston ring for one cylinder, 1 set - piston cooling pipe, 8 sets - oil pipes for one cylinder, 1 set - cylinder liner, 1 - cylinder cover, 10-Indicator valves, 1 set - Main bearing, 1 - Propeller blade, 8 - propeller studs.

MITSUI SHIPBUILDING & ENGINEERING CO., LTD., TAMANO WORKS.

The foregoing is a correct description,

Manufacturer. Senior Managing Director.

Dates of Survey while building  
During progress of work in shops -- 1954: Nov. 16, 19, 26, 30, Dec. 3, 7, 9, 14, 17, 21, 24, 28  
1955: Jan. 11, 13, 21, 25, 29, Feb. 1, 5, 8, 11, 15, 22, 25 Mar. 1, 4, 8, 11, 15, 17, 19, 22, 23, 24, 25, 28  
Apr. 1, 6, 8, 9, 11, 12, 15, 16, 22, 26, 27, 28, 30 May, 2, 4, 6, 10, 13, 17, 18, 20, 21, 24, 27, 30, Jun. 3, 7, 8, 11, 14, 16, 18, 22, 25, 28 Jul. 1, 2, 4, 8, 12, 15  
During erection on board vessel -- 1955: Apr. 12, 19, 28, Jun. 22, Jul. 12, 15, 22  
Total No. of visits 85

Dates of examination of principal parts—Cylinders 6-4-55 Covers 26-4-55 pistons 10-5-55 Rods 22-3-55 Connecting rods 18-3-55

Crank shaft 4-4-55 Flywheel shaft - Thrust shaft 4-4-55 Intermediate shafts Tube shaft

Screw shaft Propeller Stern tube Engine seatings 22-6-55 Engine holding down bolts 22-6-55

Completion of fitting sea connections 19-4-55 Completion of pumping arrangements 12-7-55 Engines tried under working conditions 22-7-55

Crank shaft, material Identification mark K-CK 455 MS LR Flywheel shaft, material, - Identification mark -

Thrust shaft, material Identification mark K-F 1810 MS LR Intermediate shafts, material Identification marks

Tube shaft, material Identification mark - Screw shaft, material Identification mark

Identification marks on air receivers No. AR 607 LLOYD'S TEST KOB W.T.P. 41kg/cm<sup>2</sup> W.P. 25 kg/cm<sup>2</sup> JN LR 27-4-55  
No. AR 608 LLOYD'S TEST KOB W.T.P. 41kg/cm<sup>2</sup> W.P. 25 kg/cm<sup>2</sup> JN LR 27-4-55

Welded receivers, state Makers' Name Mitsui Shipbuilding & Engineering Co., Ltd.

Is the flash point of the oil to be used over 150°F Yes.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with Yes.

Description of fire extinguishing apparatus fitted Steam pipe and CO<sub>2</sub> gas pipe from CO<sub>2</sub> gas bottle room  
2-Horse connection valve (starb. & port side each 1) 1-Fire pump.

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Yes If so, have the requirements of the Rules been complied with Yes

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case Yes If so, state name of vessel M.V. "HAGUROSAN MARU"

General Remarks (State quality of workmanship, opinions as to class, &c.

The Machinery of this vessel has been constructed under Special Survey in accordance with Rule, approved plans and Secretary's letters.

The workmanship and materials are sound and good.

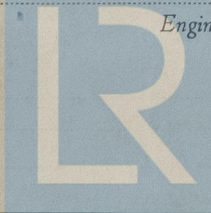
The machinery was examined under working condition during shop trial and comprehensive sea trials and found satisfactory.

In our opinion this machinery is worthy to have a record of +LMC 7,55, TS(CL) 7,55 and D.B. W.P. 7kg/cm<sup>2</sup>.

The amount of Entry Fee ... £ 938,000 :  
Special ... £ :  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £ 100 ll. :  
When applied for SEP. 12, 1955 19  
When received 19

Committee's Minute FRIDAY 25 NOV 1955

Assigned +LMC 7,55 DB 100 ll. CH.



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