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Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME HOEI MARU

Kog. 5181
REPORT Yka 2400 No.

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 2 S.C.S.A.

10 cylinders 760 mm x 1,550 mm (supercharged)

M.N. 2600

~~Is Boiler fitted with a covered 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 2.4.57 for a speed of 119 PRM provided the engine is not run continuously between 80-90 RPM. The Machinery Certificate to be endorsed accordingly and a special note made in the SRL.

Similar calculations for the two 330 K.V.A. diesel alternator sets were approved in the Secretary's letter dated 13.9.57 for a speed of 514 RPM provided the engine is not run continuously with clutch off above 540 RPM, or between 445-475 RPM; with clutch on above 530 RPM or between 445 - 475 RPM. The Machinery Certificate to be endorsed accordingly and a special note made in the SRL. And the calculations for the 200 K.V.A diesel alternator set were approved in the Secretary's letter dated 19.6.57 for a speed of 514 RPM.

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
10.57 { WTDB. 312 lbs
DB. 121 lbs

Note for SRL. Exhaust gas economiser (W.P. 163 lbs) to be examined periodically.

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20.2.58.

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type? No Distance between inner edges of bearings in way of crank(s) 1010mm

Distance between centre lines of side cranks or eccentrics of opposed piston