

E X T R A C T from Kob. Classing Letter d'd. 10.2.56.

5177 "MEIKEL MARU" This vessel has today been classed #100A1 "Carrying Vegetable oil in side tanks in machinery space" together with the appropriate notations as recommended. I shall be glad if you will furnish a Forging Certificate for the Simplex rudderpost together with a plan of the steam pipe arrangements in the Engine Room (this applies in all future cases when forwarding First Entry plans).

It is concluded, but your confirmation is desired, that:-

1. the thickness of the floors in the Engine Room is 13 m/m. as shown on the plans and not 11.5 m/m, as reported.
2. a notice board has been fitted at the Control Station of the main engine indicating the barred speed range in accordance with the Secretary's letter Eng. dated 22nd August, 1955.
3. crankcase explosion relief devices are fitted to the main and auxiliary engines in accordance with the Rules and Circular 2045 (I shall be glad if in future cases you will comply with paragraph 4 of this Circular).

Cont'd....

Kobe (Cont'd).

10th February, 1956.

4. steam accumulation tests were held on the safety valves of the primary and secondary elements of the oil burning boiler and of the exhaust gas boiler.

5063 "YAMSK" This vessel has today been classed #100A1 "For towing services, Strengthened for Navigation in Ice" together with the appropriate notations as recommended.

I shall be glad if you will forward an approved bulkhead plan in order that the scantlings of the bulkheads given in your report can be verified.

It is concluded that a voltage regulator has been fitted to the main engine driven dynamo, but I shall be glad if you will confirm this.



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