

100,431.

1E

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME

*Kirishima Maru.*

Rpt.

*Rob.*

No.

*7408.*

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.D.A.*

If Boilers fitted with forced draught

Tail Shaft. If fitted with a continuous liner

If fitted with an outside gland of approved type

*Yes*  
*NO.*

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

*+ MUE 7.31.*

*A.S. Both.*

*It is concluded that the thrust shaft diameter is as approved & that satisfactory means for first charging the air receivers have been provided but the Kobe Surveyors should confirm this. The Ruyberg Surveyor should state whether the certification issued by him for the Air Engines refer to 2 or to 3 Engines.*

*See and (Comm) 18/8/31*

007474-007485-0111

*13/8/31*

Can the internal surfaces of the receivers be examined

What means are provided for cleaning them under surges

Is there a drain arrangement fitted at the lowest part of each receiver