

5c.11.36

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Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME *KOZUI MARU*

Rpt. *hagaaki*

No. *2262*

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 *2 SCSA oil engines*

6 cylinders 28 3/8" diameter by 49 1/4" stroke

*3/16" covered
running as
single shaft*

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner *Yes*

If fitted with an outside gland of approved type } *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

*+ LMC 6-37
DB ~~WAZ~~ 121 lb/in²*

It is concluded that the auxiliary engine air receiver is fitted with a safety valve as per Rule.

The Surveyor should be requested to state the date of examination of the engine settings. *5th 8th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21th 22th 23th 24th 25th 26th 27th 28th 29th 30th Feb. 1937.*

It is also concluded that the hot-bulb engine for driving the auxiliary air compressor can be started by hand.

Yes

Yes

HRB 24/8/37



Lloyd's Register Foundation

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