

5c.11.36.

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Received by Chief Engineer Surveyor

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VESSEL'S NAME *Kozu MARU*

Rpt. *Nagasaki* 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 SC5A oil engines

6 cylinders 28 $\frac{3}{8}$ " diameter by 49 $\frac{1}{4}$ " stroke

~~If Boilers fitted with forced draught~~

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

If fitted with an outside gland of approved type } *has*

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

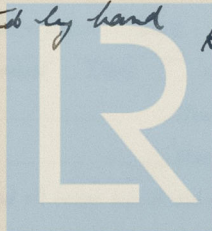
+ LMC 6-37

DB ~~WASP~~ 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 seatings. 5th, 8th, 10th, Feb. 1937.

It is also concluded that the hot-bulb engine for driving the auxiliary air compressor can be started by hand. HRS 24/8/37

Lloyd's Register
Foundation

007658-007667-0012

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