

Received by Chief Engineer Surveyor

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VESSEL'S NAME

Koto Maru

Rpt.

Kag.
Kob.

No.

1999

8711.

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.O.A.

7 Cy. 27 $\frac{9}{16}$ " - 47 $\frac{1}{4}$ "

1851 N.H.P.

If Boilers fitted with forced draught

No main boilers

Tail Shaft. If fitted with a continuous liner

Yes

If fitted with an outside gland of

No

approved type

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 10.34

DB 100 tte.

In connection with Kob. Rpt. 8711 on the 6 cylinder Auxiliary Engines the Surveyor should be requested to verify the soundings of the crank webs, which appear on the plan as 270 x 98 mm.

Also if the type of joint in the starting air receiver is a double riveted lap as stated in the report, then a plan of the receiver should be forwarded for approval, as the existing plan shows a treble riveted butt strap joint. The Hag. Surveyor should also state whether the sea suction for all the auxiliary engines are fitted with strainers.

Cable Kobe

Al.

7/12/34