

Inspected by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL NAME KOSEI MARU REPORT Smk 775
Kob 4555
Yka No. 2255

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, 24/5/52.)

Type of Engine Oil Engines 2 S.C.S.A.

6 cylinders 750 mm x 1500 mm

M.N. 1700

Handwritten: 29/10/59

~~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

The torsional vibration characteristics of the main propelling machinery are approved in the Secretary's letter dated 27.12.56 for a speed of 122 RPM.

Similar calculations for the three 250 KVA supercharged diesel alternators were approved in the Secretary's letter dated 9.3.56 for a speed of 450 RPM.

The Machinery Requirements have been complied with for the notation: "Carrying Vegetable Oil in tunnel side tanks".

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

Handwritten: 7.57 (+LMC DB 100 lbs)

Note for SRL. Exhaust gas economiser (WP 100 lbs) to be examined at each DBS.

- The Surveyors should be requested (1) to state the number and diameter of safety valves fitted to the Donkey boiler and Exhaust gas economiser as these have been omitted from the Report. *2 x 1413.5 mm = 4.5" dia 1 x 1970 mm*
- To confirm the area of the crank explosion relief valves fitted to the main engines, as for this size of engine 6 valves of 648.5 cm² each are required. *6 x 1653.9 mm*
- To confirm the diameter of the screwshaft at the top of cone as the reported diameter 522 is not in accordance with the approved size. A copy of the approved plan should be forwarded for record in this Office. *1470 mm*
- It is concluded, but should be confirmed, that the auxiliary engines fitted are similar to Yard No. 1465 "KOSOH MARU", as torsional calculations for those now reported do not appear to have been submitted. It should be confirmed whether those to be fitted to Yard No. 1497, 1498, 1499 will be similar types, otherwise torsional calculations should be submitted.

Copy by Kaihatsu Kogyo fitted on 1497 "Koboh Maru" also for 1498-9 T.V.C. app'd 9-4-57 Nag. letter 11/4/57 5/11

