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# Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)

(P. O. Box No. 446)

83, KYO-MACHI,

IKUTA-KU

RECEIVED

18 JUN 1951

Kobe, 11th June, 1951.

*Ansd.....*

Dear Sir,

We are in receipt of your Classing letter of 25th May and would state in reply :-

264 "AZUMASAN MARU"  
Cooling Water Pumps.

*Copied for other Cases.*

The three cooling water pumps are arranged so that there is always one spare. The spare pump can be used for either salt or fresh water cooling.

A General Arrangement of Engine Room is being forwarded under separate cover for your information and purpose of Form 7E. We will arrange to send with all future First Entry reports an arrangement plan of engine rooms.

It is regretted that the test certificates for the Main Air Compressors and the Oil Fuel Transfer Pump Motors were not included in the documents received by you and will be sent under separate cover, together with similar documents for "AMAGISAN MARU" Ship No. 557 Report No. 265.

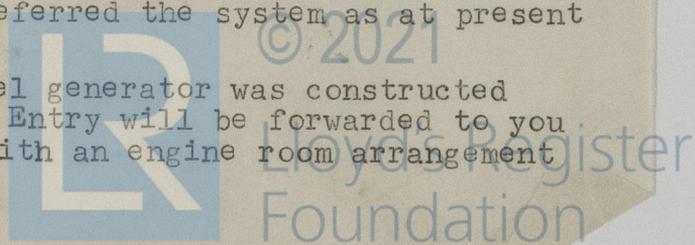
290 "PANAMA" *Aug 18/6*

The No. 6 Crankpin has been examined by the undersigned and considered to be in order. This will be reported upon in due course.

With reference to the cooling water pumps, we would reply as follows:-

There is only one fresh water cooling pump. Should this pump become ineffective for any reason then the stand-by salt water cooling pump is used by blanking off the cooler, taking a direct suction from the sea and reverting to salt water cooling until repairs are effected to the F.W. pump. It was pointed out to the Owners that the stand-by S.W. pump could be inter-connected so that it could be used in emergency for fresh water cooling, but they preferred the system as at present fitted.

The 18 KW emergency diesel generator was constructed under special survey and a First Entry will be forwarded to you under separate cover; together with an engine room arrangement plan, and cooling water diagram.



With reference to Report 308 A (Rpt. 4c) "KOEI MARIU" <sup>D</sup> and the torsional calculations for these engines, we would state that the Builders were notified and received a copy of your letter of 19th January last, and now verbally reply that these calculations are being revised as the moment of inertia of the armature and shaft as previously stated was in error. The unit of calculation as given was  $G/g D^2$  (1500 Kg cm sec<sup>2</sup>) and should have been  $G/g r^2$  (375 Kg. Cm sec<sup>2</sup>). New calculation sheets with vector summation diagrams will be submitted shortly and torsigraph records will be taken when the ship returns to Japan. A special attachment will have to be fitted to the ford end of the engine to carry out this test.

Yours faithfully

*Shurie*  
For the Surveyors.

The Secretary,  
LONDON.



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Lloyd's Register  
Foundation

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CLASSIFICATION

H  
For Engineer Surveyors (F.E. Rpts) to note  
Notes regarding "AZUMA SAN MARU"  
Note for R.M.C. 3 electric generators { F. Lamer.  
Sub 27/6/57 { F. D. Outer  
A.H.

LONDON  
The Secretariat

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