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by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SHIP'S NAME

'EIKEN MARU'

REPORT

Yka.

679A

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679B

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No. 679C

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679D

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657

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.)

Kob.

860

Type of Engine

2 Steam turbines with DR gearing to one screwshaft.
HS 8729 sq ft.
New MN 960.

If Boilers fitted with forced draught Yes.

Tail Shaft. If fitted with a continuous liner Yes.

If fitted with an outside gland of approved type No.

In accordance with the Secretary's letter of 22.3.51, the Yokohama Surveyors recommend that the main engine reduction gearing be examined at the end of six months.

The Yokohama Surveyor recommended the gearing of the two turbo generators being renewed before the end of May, 1952, in a subsequent report they state this recommendation has been carried out.

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 3.52.

Fitted for oil fuel 3.52 FP above 150°F.

2 WTb 285 lb (Spt 279 lb) FD.

Subject to the main engine reduction gearing being specially examined before the end of September, 1952, without other special conditions.

at the first opportunity & advise Owners without other conditions



Lloyd's Register
Foundation

7.11.52.

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