

d by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

EL'S NAME

"HUKKO MARU"

Rpt.

Kob.

No.

11547

emarks 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.)

of Survey

~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

Special Survey No.1 due 7.40 partly held as a CS advanced.

Donkey Boiler Survey due 8.39 now held.

Wear and tear repairs:- Forward section of the port main crankshaft (cracked) renewed, port shaft lined up, crossheads machined and minor repairs.

It is proposed to complete the survey within the year of grace.

The Surveyor states that ~~the~~ new section of the port crank shaft was ordered by the Government Authorities without the knowledge of the Owners, and without the survey of this Society.

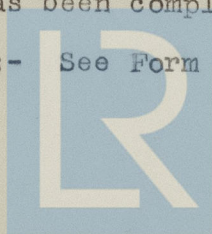
The shaft was made at an approved steel works, under the survey of the Teikoku Kaiji Kyokai, a copy of whose certificate has been forwarded. *Japanese Classification Socy.*

From this it appears that the steel is in accordance with the Society's Rules.

In the circumstances it is submitted this shaft could be accepted.

It is submitted the vessel is eligible to remain as classed with records DBS 6.40 and Both S.6.40 and WILL BE eligible for the record ~~ELMC~~ CS and date, when the survey has been completed.

To complete the survey:- See Form 7E.



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22.8.40.