

Built at Nagasaki By whom built Mitsubishi Jukogyo K. K. Yard No. 594 When built
 Engines made at Nagasaki By whom made Mitsubishi Jukogyo K.K. Engine No. 594 When made

Im.4.31.

1E

Received by Chief Engineer Surveyor _____

Received from Chief Engineer Surveyor _____

VESSEL'S NAME

Rekka Maru

Rpt.

Mag. No. 2028

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

4 steam turbines D.P. geared to
2 screw shafts.

If Boilers fitted with forced draught

Tail Shaft. If fitted with a continuous liner

If fitted with an outside gland of
approved type

Yes
Yes
No

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 3.35

It is concluded the diameter of the pinion shafts at the bearings is 125 mm as shown in the plan, the figure of 100 mm given in the report being the size of the shaft in way of the flexible coupling; but this should be confirmed.

This applies also to the sister vessel "Kikuri Maru".



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Ballast Pumps, No. and size Recp:- 100 m³/H. each. Lubricating Oil Pumps, including Spare Pump, No. and size Recp:- 110

Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and

Pumps, No. and size:—In Engine and Boiler Room 6 @ 90 m³/m: 1 @ 50 m³/m: in Cofferdam: 1 @ 50 m³/m for Bilge