

The class is subject to the propeller being faired or renewed at the first convenient opportunity.

2E

Chief Engineer Surveyor \_\_\_\_\_

Received from Chief Engineer Surveyor 119 JAN 1949

NAME "FITZROY"

Rpt.

Mdb. No. 18655

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, 24/5/32.)

Survey ~~COMPLETION OF~~ SPECIAL SURVEY OF ENGINES AND BOILERS FOR S.S. No. ~~---~~

This Survey, due 11.48 <sup>now</sup> ~~partly held at~~ & screw shaft examined, ~~now~~ ~~completed~~, and the following repairs carried out (due to wear & tear) :-  
& alterations.

Propeller faired and re-pitched.  
All main bearings re-metalled.  
Condenser re-tubed.  
HP and LP cylinders bored out.

Oil fuel burning has now been fitted in accordance with the approved drawings.

A new 10 KW generating set has been fitted replacing the Petters Diesel.

Vessel re-wired.

It is submitted the vessel is eligible to remain as classed, with

condition of  LMC 12.48,  as recommended.  
SN 10.48,

"Fitted for oil fuel 12.48, F.P. above 150° F".

  
18. 1. 49.



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Foundation

002222-002228-0044