

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME *British Purpose*

REPORT

Del. No. 33292
Indg. No. 17448
18-3-52

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

Oil Engines 2 S.C.S.A.
3 Cy. 23 5/8" - 9 1/16"

~~If Boilers fitted with forced draught~~

Tail Shaft, If fitted with a continuous liner

Yes

If fitted with an outside gland of

No

approved type

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, ^{& modifications} and it is submitted she is eligible to be classed ~~+~~ LMC 4.43.

2 DB 150 lb.

Part of in SRL: "Pressure" steel steam pipes to be examined after four years service.

States

also connecting rod top & bottom end bearings to be supplied to complete the spare gear when the present state of emergency has passed

The class is assigned and maintained upon the understanding that the machinery spare gear will be made to accord with the requirements of the Rules when the present state of emergency has passed.

~~It is concluded that additional means be provided for circulating cooling water through the main engine, but this should be confirmed by the Chief Surveyor.~~

X provided for circulating cooling water through the main engine, but this should be confirmed by the Chief Surveyor.

Yes

12/5/43.

002830-002837-0218