

ed by Chief Engineer Surveyor _____

Received from Chief Engineer Surveyor 13 DEC 1938

VESSEL'S NAME "EXCELLENT".

Rpt. Bou. No. 728.

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.)

e of Survey REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH GROUNDING.

Thrust shaft renewed.

The new shaft was made of steel from a steel works approved by the Society, but was manufactured and tested under the supervision of the Bureau Veritas whose test sheet is attached.

The test results are not equal to the standard required by the Rules, the tenacity being 26 tons as against 28 tons by Rule and the sum of the tenacity and elongation is 51 against a minimum of 57 required by the Rules.

In a letter dated the 22nd ultimo the Surveyor wrote "owing to the urgency of the Repairs, the Repairer ordered a thrust shaft with B.V. Certificate".

It is submitted the Surveyor be requested to inform the Owners that if the Class is to be maintained it will be necessary for a new thrust shaft, made in accordance with the Rules of this Society and under the supervision of this Society's Surveyors, ^{to be fitted} and he should ascertain what steps the Owners propose to take in the matter.

He should also state with reference to the 3rd paragraph of his letter of the 22nd ultimo, whether it is to be understood that the Repairer is of the opinion that he can get quicker delivery for forgings ordered to Bureau Veritas requirements as compared with forgings ordered to the requirements of Lloyd's Register.

the grounds on which the opinion is based.

003421-003428-0153

13.12.38.