

1E

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

Received from Chief Engineer Surveyor \_\_\_\_\_

EL'S NAME

Rosa

Rpt.

Ans.  
Eli.

No.

13 379 <sup>6</sup>/<sub>2</sub>

" 55-214

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).

Type of Engine

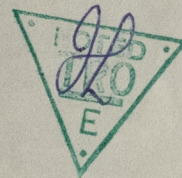
T. 6 Cy.  $15\frac{3}{8}$ "  $25\frac{3}{4}$ "  $40\frac{3}{16}$ " —  $27\frac{9}{16}$ "

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  
Yes



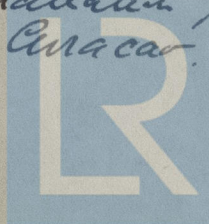
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed + LMC 2.35

Fitted for oil fuel 2.35 F.P. above 150° F.

It is concluded that the moving parts of the switches are not alive in the "off" position and that no fuses are fitted on the live side of switches, as shown in the approved plan.

Note:- wireless installation fitted only for voyage out to Curacao.

Lr 6/3/35



Lloyd's Register  
Foundation

003487-003494-0178

And as per attached list