

... be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly
at the end of the report. State also the dates and initials of any letters...

Service

5, 48

4 E

of Engineer Surveyor.....

Received from Chief Engineer Surveyor 12.12.49

AME FIRMITY

REPORT

Lon. No. 119096.

the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

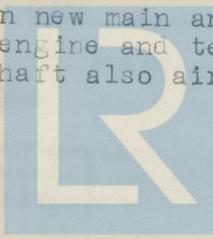
endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points stated in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

- Propeller, stern bush, and screw shaft renewed.
- New main engine installed in ship. Intermediate shaft renewed.
- Starboard auxiliary engine driving 10 KW generator and compressor renewed.
- Two new riveted air receivers fitted.

IT IS SUBMITTED notation of class be withheld pending receipt of First Entry reports on new main and auxiliary engines torsional calculations for main engine and test certificates for generator, propeller and screw shaft also air receivers.

note S.N. 9.48.



Lloyd's Register Foundation
9.12.49.

004374-004381-0239

new engine. New parts identified! Screw shaft "LLOYDS 3213. CP. 9.8.49 HYB." Babell