

Jan, 10, 11

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Received by Chief Engineer Surveyor.....

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VESSEL'S NAME Gulf Maracibo REPORT Ref. 2/4/43 No. 8291  
42698

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 2 steam turbines DR gears & 1 sc. shaft.

If Boilers fitted with forced draught

Yes

Tail Shaft. If fitted with a continuous liner

Yes

If fitted with an outside gland of

no

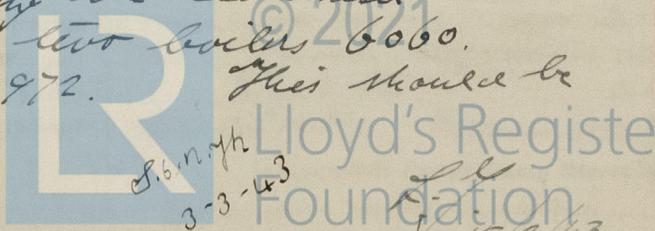
approved type

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed + LMC 9.42.

Fitted for oil fuel 9.42, F.P. above 150° F.  
2 WTB 500 lb. (Sp. 475 lb.)

The Surveyors should be reminded that the heating surface of the Economiser should not be included in the total heating surface for Repairs Book purposes & for computation of NHP. Further, the figure shown, namely 4857, appears to refer to only one boiler. Excluding the Economiser this should be 3030; and for two boilers 6060. The NHP then becomes 972. This should be confirmed.

See 2/4/43. etc. 4/5/43.



Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with valves or cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Overboard Discharges above or below the deep