



of Surveyors.....

Received from Chief Surveyors.....

NAME "ZENT"

REPORT

Lgs. 60
Brs. No. 16744
Liv. 126377

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

in cases which have to be submitted to 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.)

Survey Classification.....

When due.....

The class is subject to No. 5 cylinder head being renewed by 3.47 and to the propeller blades being examined at the next dry docking.

The Lagos Surveyor reports extensive repairs, some of which are permanent and others of a temporary nature, as a result of fire damage and subsequent beaching and flooding.

Completion of repairs was to be effected on arrival in the U.K. and the case was deferred accordingly.

The Bristol Surveyors report completion of permanent repairs for damage and Classification Survey advanced.

The Liverpool Surveyors report completion of the Classification Survey with the exception of a minor item.

The vessel was built in 1938 to Norske Veritas requirements and Classification with this Society is desired.

The vessel holds the notation of "Examined L.R. 11.46".

Plans and First Entry reports have now been examined and the details are such as might be accepted.

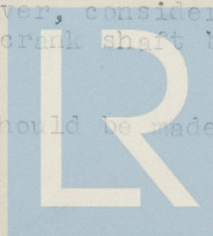
LMC survey has been held as a CS and has now been completed with the exception that the starboard O.F. settling tank requires to be fitted with a gutterway.

S.R.L.:- No. 5 cylinder head has been renewed. The propeller blades examined and found to be in good order. The special conditions against these items may now be removed.

The Liverpool Surveyors report that the after crank shaft journal of the starboard aft auxiliary engine was twisted in the crank web. Temporary repairs were effected and the Surveyor recommends that the crank shaft be specially examined by the end of 6.48. (6 months limit.)

It is, however, considered that a defect of this nature is such as to warrant the crank shaft being renewed at the earliest possible opportunity.

The class should be made subject accordingly and the Liverpool Surveyors advised.



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This vessel was built prior to the Rules for torsional vibrations coming into force and these, therefore, have not been carried out. The Owners should be informed and our services offered to carry out the necessary investigations if desired. In the meantime the machinery certificate should be endorsed:- "Torsional Vibration characteristics have not been investigated".

IT IS SUBMITTED that this vessel is eligible for the Record LMC CS 10.47,
10.47.

Subject to a gutterway being fitted in way of the starboard O.F. settling tank and to crank shaft of starboard aft auxiliary engine being renewed at the earliest possible opportunity.

Particulars for Register Book:-

Oil Engine 2 S.C.S.A.
9 Cyl. 19 $\frac{11}{16}$ " - 35 $\frac{7}{16}$ "
MN 705

LH

Ch. f. - hill
15/1/48
CRBm
PA

Enk. L.H.
13. 1. 48.



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