

ed by Chief Ship Surveyor \_\_\_\_\_

Received from Chief Ship Surveyor \_\_\_\_\_

SEL'S NAME "REVUE".

Rpt. Hul.

No. 50277.

The remarks of the Chief Ship 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.)

It is submitted before this case receives the consideration of the Committee the Surveyors attention be drawn to the specific requirements of Section 33, Clause 3(c) of the Rules relating to the breaking and proof tests of steering chain at a Proving Establishment recognised by the Committee and requested to state whether these requirements have been complied with as their Report 10 dated the 15th ultimo refers only to proof tests carried out on a machine which does not appear to have been inspected, calibrated and approved by the Committee.

It is concluded that there is a watertight flat between bulkheads Nos.11 and 14.

*f.c.D*  
*[Signature]*  
*6.10.39*

*L. Hul*  
*[Signature]*



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