

arloat in the Dunkirk docks on the 1st of March 1936. Machinery damage stated to have occurred to the B.P. Eccentric (R'wd) or it being efficiently lubricated?

2m.4.34.

78 FEB 1936 5 E

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME

*Nicola Schiaffino*

Rpt. *Brk*

No. *3972*

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, 24/5/32.)

DAMAGE & WEAR AND TEAR.

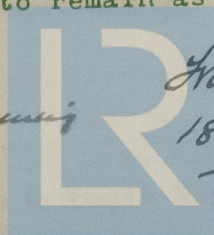
Nature of Survey

*The fwd. L.P. eccentric rod bent on account of the overheating of eccentric Strap. The rod has now been straightened, tried in lathe for truth. Eccentric Strap & Sheave placed in order.*

It is submitted the vessel is eligible to remain as classed with *act.*

record of Survey

as recommended.



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*Brk*

*18.2.38*

*S.S. No 1 due 9.36. Partly held on machinery*

*Postponement until April 1938 (appd.)*

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