

d the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

The class is subject to the tank injection valve cover being renewed at the next drydocking.

23 NOV 1921 E

d by Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....

L'S NAME IOANNIS CHANDRIS. Rpt. Nwc. No. 106653.

marks 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.)

f Survey COMPLETION OF SPECIAL SURVEY OF ENGINES-AND-BOILERS FOR S-S-Ne-

This Survey, due 8,49 <sup>now</sup> ~~partly~~ held <sup>now-</sup>

~~completed~~, and the following repairs carried out (due to wear & tear.) :-

Minor repairs effected to boilers. Propeller renewed at Owners request and the injection valve cover renewed.

An oil burning installation has now been fitted on board in accordance with Rule requirements and tried satisfactorily under working conditions.

It is submitted the vessel is eligible to remain as classed, with

notation of E.S. 0,49 as recommended.  
S. 9,49

"Fitted for Oil Fuel, 9,49, F.P. above 150°F."

Without special conditions.



008648-008655-0045

General Observations, Opinion, and Recommendation:— The machinery of the vessel