

3 E

Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME ERLING BORTHEN.

REPORT GOT.

No. 22620

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.)

Survey SPECIAL SURVEY OF ENGINES AND/OR BOILERS PARTLY HELD.

LMC for this proposal, and why they were rejected.

LMO(M) due 8-59 partly held as c.s

BS 8-56 " "

(Collision & Fire Damage.)

now further advanced and the following repairs effected (due to Heavy Tides, &

Parts of main & auxiliary machinery examined, found or placed in good order.

See Repair effected

Safety Valves & Mountings of the Port & Starboard Donkey boilers examined.

32 Steam Pipes examined & tested hydraulically. (SPS carried out 8-55)

It is proposed to complete the Survey

It is submitted that this proposal merits approval and the vessel is eligible to remain as classed, and WILL BE eligible for the record

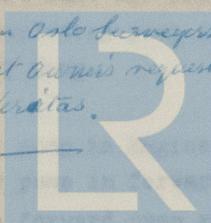
M.C. C.S. with date when the Survey has been completed.
S 7-56

The following remains to be done to complete the Survey.

See Form 7E.

6 DBS. The Port & Starboard donkey boilers to examine Internally & Externally & their Safety Valves to adjust under steam & oil burning system to examine under working conditions
do this among others to examine

According to letter dated 26-7-56 from Oslo Surveyors to the Secretary the Class of the vessel, at owners request has been transferred to Det Norske Veritas.



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Foundation

Observations and Recommendations:

Also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

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