

3 - OCT 1933

Surveyors 2 OCT 1933 Enukidse Received from Chief Surveyors \_\_\_\_\_  
NAME Mr. Enukidse Report Lis No. 2248

**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, 24/5/32.)

Survey \_\_\_\_\_ When due \_\_\_\_\_

No 4 port starboard & No. 5  
DB tanks to be thoroughly  
cleaned &  
No reply

The class is subject to No. 4 port and starboard and No. 5 double bottom tanks be thoroughly cleaned and longer sounding pipes be fitted on the vessel's arrival at Odessa.

This motorship has 2 donkey boilers which are used for essential services at sea, all the auxiliary machinery being steam driven.

In March last the Lisbon Surveyor reported that ~~that~~ the furnace of the starboard donkey boiler was collapsed and beyond repair.

The furnace of the port boiler, which was out of shape, was ~~found~~ strengthened and the pressure reduced from 120 to 100 lb.

The Committee decided to continue the class subject to the starboard boiler not being used until repaired and to the furnace of the port boiler being renewed on arrival at Odessa and to the feed water tanks (which were found to be contaminated with oil) being cleaned and longer sounding pipes fitted.

The Owners were duly advised and as no reply was received they were informed on the 1st ultimo that it was concluded they did not intend to continue the vessel's class.

No reply has been received to this communication.

The case is submitted for the Committee's consideration.

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