

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME *Chionee Prince*

Rpt. *Slid. No. 33807*
Mech. No. 115-77
Slid. No. 66865

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.)

Type of Engine *Oil Engines 2 S.C.S.A.*
8 Cy. 23 5/8" - 9 1/16"

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner

Yes

If fitted with an outside gland of approved type

No

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed *+ LMC 10.43.*

2 DB 120 lb.

It is concluded that each of the cooling water pumps and each of the lubricating oil pumps is capable of supplying both main engines; but this should be confirmed by the Slid. Surveyor.

No particulars of the auxiliary oil engines have been given and the Slid. Surveyor should be requested to supply this information. As these engines are for essential power services at sea, they should state whether the engines have been constructed under special survey.

Item in SRL:- Connecting rod top & bottom end bearings to be supplied to complete the main gear when the present state of emergency has passed.

The class is assigned and maintained upon the understanding that the machinery spare gear will be maintained to accord with the requirements of the Rules when the present state of emergency has passed.

26/9/43

Lloyd's Register Foundation