

C O P Y

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d by Chief Engineer Surveyor.....
Received from Chief Engineer Surveyor.....
EL'S NAME "GRANNY SUZANNE" REPORT Bry. No. 23743

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.)

of Survey REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH
L.M.C. and Screw Shaft Surveys for Classification

This vessel was originally built to the requirements of Germanischer Lloyd, but latterly held British Corporation Classification. Classification with this Society is now desired.

First Entry reports have been examined in conjunction with the approved drawings, and the details therein are such as could be accepted.

The vessel has been examined in dry dock and the requirements of the L.M.C. and screw shaft surveys have been carried out.

The BARRY Surveyors recommended a record of O.G. but as this gland is not completely water-tight, this recommendation is not in order. X

The screwshaft and thrustshaft have been renewed at this time and an appreciable amount of repairs were carried out to the main and auxiliary machinery.

IT IS SUBMITTED that the machinery of this vessel is eligible for records of L.M.C. 1.48
SN 1.48.

Particulars for the Register -

Trip. Expan. 12 " x 20 " x 32" - 21"
One S.B 170 LB
H.S 1264
M.N 57.

[Handwritten signature]

It is concluded the cock on the main engine pump suction and the cock on the ballast pump suction between the bilge and ballast chests are of the "L" ported type, but the Surveyor should confirm this.

*Confirmed
Bry 23.2.48.*

