

The class is subject to the propeller being dealt with as next dry docking.

3 E

6m.11.38.

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME *Champanois*

Rpt. *Inst.* No. *10161*

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, 24/5/32.)

Nature of Survey SPECIAL SURVEY OF ENGINES AND/OR BOILERS PARTLY HELD FOR S.S. No. 2

LMC
LMC(M) due *9.41*, partly held *now*
MS --- *11.40* --- " " *2.41* *now completed.*
BS --- *11.40* --- " " *2.41* *now completed.*

~~now further advanced~~ and the following repairs effected (due to damage from propeller fouling defree netting):-
Screw shaft & all inboard shafting examined.
Two propeller blades fairer.

It is proposed to complete the survey: - *not valid.*

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

+ LMC-MS 3.41 when the survey has been completed. *BS 2.41 } now, without*
S. 3.41 } special conditions.

The following remains to be done to complete the Survey
All Rule requirements except examination of crankshaft journals, thrust & intermediate shafts.

It is concluded the oil fuel burning installation has been examined under working conditions.

Sp. Secy G.P.C.

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commended (See Mdl. Rpt. No 10141) and with a notation of MS Ch 3.41