

The class is subject to some stoppered stay tubes being renewed at the first opportunity and to the bottom shell plates being specially examined at the next Boiler Survey.

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ES NOV 1944

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

L'S NAME

REPORT

No.

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.)

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

LMC

~~LMC(M)~~

MS

~~BS~~

due 1.44 , partly held now.

now further advanced and the following repairs effected (due to damage through the propeller being fouled by a rope.

Screwshaft examined and a new propeller fitted.

Repairs due to wear and tear.

A reinforcement patch on I.P. valve chest now rejointed.

A number of boiler tubes renewed and furnace crack dealt with.

S.R.L. Bottom plating of boiler specially examined and considered to remain efficient. Stoppered stay tubes renewed.

The Surveyor recommends bottom shell plating of boiler be specially examined at the next Boiler Survey.

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

LMC MS 10.44 when the survey has been completed, and S 9.44 now.

The following remains to be done to complete the Survey

Examine and test steam pipes and electrical equipment.

Subject as now recommended but without special conditions regarding boiler tubes.



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thout special restrictions regarding boiler stay tubes.

THE SURVEYORS ARE REQUESTED. NOT TO WRITE

IF STOCKS. RATE