

cause of repairs, if any, and, in detail, the nature and extent of damage, and account of Damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

10-52 8-52  
12-28

Im.131.

**RETAIN**

24 JUN 1933 6E

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME Steel Sc. "CLAN MACNAB" Rpt. Bat No. 1126

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 **DAMAGE TO THRUST SHAFT CONE AND BOXERS.**

This vessel is reported by the Batavia Surveyor to have ~~sustained damage to~~ a crack in the coupling piece at the thrust shaft cone. ~~through~~

Temporary repairs have been effected to his satisfaction to enable her to proceed on her voyage to the United Kingdom.

The Surveyor recommends permanent repairs on arrival.

It is submitted the class be continued subject to the coupling piece at the thrust shaft cone being renewed on arrival in the United Kingdom.

*22/6/33*

*Vessel due in London (via Hull (Antwerp)) about July 19.  
Please diary for 14/7/33.*

**RETAIN**



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Lloyd's Register Foundation

W377-0205

Travelling Expenses (if chargeable) £ *1/50.*

Received by me, 19

WED. 4 APR 1934

Engineer Surveyor