

the latest date of internal examination of each boiler.

To what pressure were they afterwards adjusted under steam?

2m. 12.32.

nt to Chief Surveyors \_\_\_\_\_

Received from Chief Surveyors \_\_\_\_\_

ESSEL'S NAME

*Lucaborg*

Report

*P. To.*

No. *7540.*

For the ~~CHIEF SHIP SURVEYOR~~ and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to 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.)

ature of Survey *S.S. No. 1, DBS + Damage* When due *6.35.*

*Noted.*

*The Surveyor should be requested to state the position of the fracture in the after section of the starb<sup>d</sup> main engine crank shaft.*

*Also the reason for the renewal of the webs of No. 2 crank in the forward section.*

*17.6.36*  
*N.Y.P. 14/18/76*

*L.J.*  
*4/6/36*  
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Lloyd's Register  
Foundation  
W429-0223

fresh record of L.M.C. 4-36 and notation of D.B.S. 4-36 and starboard tail shaft seen