

And what parts of the Boilers could not be thus thoroughly examined?

Am. 12.32

Class to Subject to main Crank Shaft being permanently
repaired on arrival in U.K.

5 E

28 SEP 1933

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME

Peekin

Rpt.

hwc

No.

90478

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.)

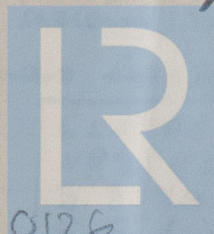
ature of Survey

~~DAMAGE & WEAR AND TEAR.~~

Port aft Crank web cracked this Astern Side of web.
After portion of Crank Shaft renewed.

It is submitted the vessel is eligible to remain as classed with out
record of Survey as recommended. Further Special Condition

C.S. Advanced.



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Thin

21.9.33

Lloyd's Register
Foundation

W68-0126

The continuous survey has not been advanced at this