

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

13 NOV 1934 5 E

Inspected by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME *Cape Comorin*

Rpt. *five*

No. *91914*

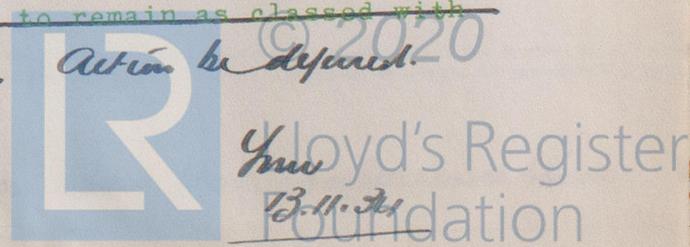
Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

(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.)

Particulars of Survey DAMAGE & WEAR AND TEAR.

*This vessel's machinery has been generally examined, & tried under working conditions & found satisfactory. The vessel is proceeding to an Italian port thereafter to be broken up.*

It is submitted ~~the vessel is eligible to remain as classed with~~  
~~record of Survey~~ as recommended. *Action be deferred.*



W692-0030

Survey Fee (per Section 29) Fees applied for