Net 246. Engines made at Köln-Deutz. By whom Klöckner-Humboldt-Deutz
Boilers, when made (Main) (Donkey)

15 SEP 44 E

Chief Engineer Surveyor Received from Chief Engineer Surveyor

S NAME "MILDRED" REPORT Rot. No. 29979

ts 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.)

rvey ~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

The class of this tanker was omitted from the Register Book in 1944 as she was then in enemy occupied country.

The Rotterdam Syrveyors report the machinery has been opened up throughout and found or placed in good condition.

War damage repairs:- All of the machinery was removed from this vessel, crank shaft skimmed up, all bearings remetalled and all auxiliary engines and pumps, parts of which have been renewed, have been overhauled.

The electrical installation has been completely rewired in accordance with the Rules and satisfactorily tested.

The following spare parts, namely, propeller, main engine piston, main engine crank pin bearing and fuel pump parts for both auxiliary engines have not yet been supplied. These parts have been ordered and will be placed on board immediately they are received.

IT IS SUBMITTED that this vessel is eligible for the Record ✠ LMC 7.47,
S 4.47,
DBS 6.47, subject to the spare gear being placed in order.

It is concluded the steam pipes have been tested to satisfactory examined but they should be confirmed.

Reinstate particulars. Yes See Rot letter 21.10.47 Yes

10. 9. 47.

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B.S. 6-47 subject to: spare parts to be supplied to Rule req

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