

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME

New Orleans

Rpt.

*Ver.
M.C.*

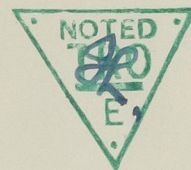
No.

*6035**5895*

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, 24/5/92.)

Type of Engine

Triple Expansion.

If Boilers fitted with forced draught

Yes

Tail Shaft. If fitted with a continuous liner

Yes

If fitted with an outside gland of

No

approved type

The plan of main boilers approved in New York has not yet been received here but the scantlings given in the report meet the requirements of the Rules, except in respect of the tubes. These however comply with American practice. Boiler headers & parts of superheaters have been made under American Bureau Certificate.

This vessel's machinery appears to have been built in accordance

& specification

with the Rules and the approved plans, and it is submitted she is

eligible to be classed *+ LMC 11.43.**Fitted for oil fuel 11.43, F.P. above 150°F.**2 WT8 250 lb. (Sp: 230 lb.)*

*F.G.
26/1/44.*



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*NYP amended
26/1/44*
Lloyd's Register
Foundation

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