

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

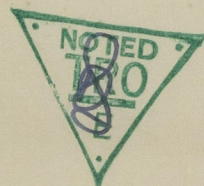
NAME *James J. Maguire*Rpt. *Tri.*No. *12576*

15-044

marks 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.)

Type of Engine

*Pil Engines 2 S.C. S.A.**8 Cy. 26 $\frac{3}{4}$ " - 43 $\frac{5}{16}$ "*~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner

If fitted with an outside gland of

approved type

Yes
No

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed *LMC 5.39*

2 DB 199 lb.

Economies to be examined at each boiler survey (not in S.R.L.)

The Inspectors of Surveyors should be referred to their Certificate dated 13-4-38 on two fusion welded air receivers Nos. 812-813 made by Fried. Krupp A.G. of Essen, and be asked to confirm the marks. Their certificate gives a working pressure of 24 kg., but from the Tri. Surveyors' report it would appear that the working pressure should be 28 kg.

21/5/39

Lloyd's Register
Foundation