

Surveyor

Received from Chief Engineer Surveyor

"ANNIE JOHNSON"

Rpt.

Lon. 115467  
 Got. No. 15849  
 " 15850

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

contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also  
 any exceptional features in connection with the case, so that the Classing Committee may have all the salient points  
 endorsement. — Extract from Sub-Committee's Report, 24/5/24)

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

The class is subject to some electric  
 being examined at Buenos Aires and permanent repairs  
 at the first convenient opportunity; and to No. 6  
 crank webs being examined before the end of 12.47.

LMC due 3.46, partly held as a CS  
 completely held.

DBS due 10.46 also held and both  
 shafts examined.

Repairs effected due to damage  
 high collision:-

Starboard screw shaft examined and  
 screw blades faired.

Wear and tear repairs:- Four main  
 cylinder covers, one liner and one jacket renewed.  
 Two main circulating pumps and a circulating sea inlet  
 chest renewed.

Part of the shell plate of the donkey  
 r, part of the ogee ring and some stays and mountings  
 renewed.

The electrical equipment has been  
 renewed in accordance with approved plans, and a First  
 report forwarded.

S.R.L.:- No. 6 port crank webs  
 examined and found satisfactory.

Alterations:- The three auxiliary  
 engines have been removed and replaced by new ones and the  
 auxiliary compressors replaced by two electrically  
 driven ones. The injection air receivers for the auxiliary  
 engines have been removed.

One of the new auxiliary engines is  
 of three reported in Copenhagen Report No. 12093 attached  
 v. "CANADA".

IT IS SUBMITTED that this vessel is  
 able to remain as classed, with notation of LMC 2.48,  
 DBS 2.48,  
 Both S 11.47.

Without special conditions.

003605-003610-0282

5. 3. 48.