

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "OLAV BAKKE" REPORT Got. No. 14385

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 Oil Engines 2 S.C.D.A.
 7 Cy. 24 $\frac{7}{16}$ " - 55 $\frac{1}{8}$ "
 M.N. 1441



If Boilers fitted with forced draught No boilers fitted
 Tail Shaft. If fitted with a continuous liner Yes
 If fitted with an outside gland of } No
 approved type

All shafting and important forgings are of Swedish manufacture. The material for the starting air receivers was made in enemy occupied country in 1.40 prior to 2.43 (when restrictions on the use of steel from enemy countries were imposed).

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

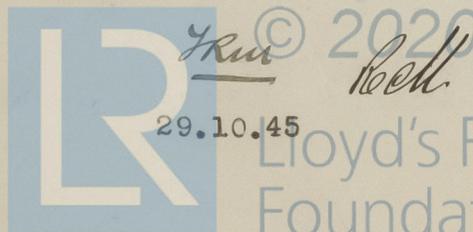
⊗ LMC 9.45

Subject to cone of screw shaft being examined at next dry docking and to a spare propeller being placed on board.

This vessel was launched in 1943. The machinery was constructed under Special Survey covering the period 2.41 until 9.45.

The screw shaft fitted with continuous liner has not been examined since 12.43 and it is considered that the propeller be backed off and screw shaft cone examined at next dry docking. For approval see endorsement dated 4.10.45 "Scandinavian date of build cases".

It is stated this will be done and a spare propeller fitted at the first call to a British port.



Lloyd's Register Foundation

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