

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "CLARA" REPORT Cpn. No. 12738

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.)

Part of Survey ~~----- TO ENGINES AND BOILERS NOT TO DAMAGE THROUGH~~

This case is stated in endorsement of 22.4.49, wherein it was submitted the machinery will be eligible for classification with record of LMC 12.47 when a direct bilge suction is fitted from starboard side of engine room to ballast pump.

A complete LMC has again been held and the screwshaft examined.

A direct bilge suction from starboard side of engine room to ballast pump has now been fitted.

Wear and tear repairs

A number of stay and plain tubes in both boilers renewed.
All condenser tubes renewed.

Main crankshaft lifted, bearings examined and shaft alignment adjusted.

Damage due to grounding.

Vessel examined in dry dock together with screwshaft and sea connections.

IT IS SUBMITTED that this vessel is eligible
for the record LMC 6.49
S (CL) 3.49

Delete remarks in S.R.L. re direct bilge suction in engine room.

Erk



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Lloyd's Register
Foundation

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