

The Class is subject to the Evaporator not being reset until its safety Valves have been tried under steam with satisfactory results. 2 E

by Chief Engineer Surveyor \_\_\_\_\_ Received from Chief Engineer Surveyor \_\_\_\_\_  
S NAME "CALLI" \_\_\_\_\_ REPORT ROT \_\_\_\_\_ No. 41590<sup>B</sup> 75  
EMDEN

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.)

of Survey COMPLETION OF SPECIAL SURVEY OF ENGINES AND BOILERS

Docking Screwshaft examined.

BS  
This Survey, due 4'56 <sup>now</sup> partly held 5'56 & now completed now

completed, and the following repairs carried out (due to Wear & Tear.):-  
Propeller, outside fastenings and screwshaft examined found or placed in good order.  
Screwshaft found cracked at top of cone, New spare screwshaft now fitted & stern bush rewooded.

Port Boiler examined throughout, found or placed in good order, Safety Valves adjusted under steam and oil burning system examined under working conditions. Some minor repairs to Boilers mountings effected.

It is submitted the vessel is eligible to remain as classed, with notation of S.(N) 6'56, and BS. 5'56 <sup>previously</sup> as recommended. *subject as above.*



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