

class is subject to the NO. 4 intermediate shaft bearing being
lined on the vessel's arrival at Dakar, before the end of 1,53.

4E

Engineer Surveyor

Received from Chief Engineer Surveyor

ME "MATELOTS PILLIEN & PEYRAT"

REPORT

Dnk.

No. 4359.

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

Endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and 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."—Excerpt from Sub-Committee's Report, 24/5/92.)

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



LMC due 5,52 partly held 3,52 now completed and screwshaft examined.

king. Part machinery reconditioned and renewals effected. Examined
iate shaft roller bearings, shafting re-aligned and some bearings
No. 2 bearing race and rollers worn. Main circulating pump impeller
nd pipes wasted. The Surveyor recommends "the stator of main circulat-
and its inlet and outlet pipes being renewed, also No. 2 intermediate
aring renewed on the vessel's return from present voyage and by
953".

IS SUBMITTED the record of LMC MS 3,52 be withheld pending completion
als.

IS SUBMITTED that this vessel is eligible to remain as classed,
d of S 11,52, subject as now recommended, without other special
and as above.

008831-008838-0018

22. 1. 53.

To complete the Survey for fresh record of L.M.C. 9.52, the followi
remain to be renewed within a new 3 months delay.