when held, must be reported in detail and seriatim in the terms of Examinations and subsequent Repairs. Repairs on if any, and, in detail, the nature and extent of Repairs due to other causes; and ge (the cause of which must be stated) should be separated from Repairs in the body of the report, should be briefly summarised at the end of the report. State also the s of any letters respecting this case.

4 E

12 FEB 1940

Received from Chief Engineer Surveyor

eer Surveyor

"CHILE". Rpt. Cpn. No. 11089.

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

ment to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points in the endorsement."—*Extract from Sub-Committee's Report, 24/5/92.*)

~~REPAIRS TO ENGINES AND BOILERS DUE TO~~ DAMAGE THROUGH STRIKING LOGS.

Screw shafts, propellersand sea connections examined and found in order.

Wear and tear:-The crankshaft of the port centre auxiliary engine(broken)renewed, together with damaged bedplate and cylinder frame.

A new donkey boiler has now been fitted in accordance with the Rules and the safety valves adjusted satisfactorily.

Continuous Survey advanced.

It is submitted the vessel is eligible to remain as classed with records S 1,40, DBS 1.40, NDB 1,40 and WILL BE eligible for the record ✠LMC CS and date when the survey has been completed.

To complete the survey:- See Form 7E.

It is submitted that this vessel is eligible for fresh RECORD of Survey 3.39 for the oil engines.

L.G.

25.1.40.

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W155-0098

amage or Repair Fee (if any) £ 75.00
(per Section 29.)
Expenses (if chargeable) £ 140.00

Received by me, 19

Engineer Surveyor to Lloyd's