



IS A Donkey BOILERS FITTED? Yes If so, is a report now forwarded? Yes  
 PLANS. Are approved plans forwarded herewith for Shafting Yes Receivers Yes Separate Tanks Yes  
aux Boilers Yes General Pumping Arrangements Yes Oil Fuel Burning Arrangements Yes

SPARE GEAR as per Rule supplied  
Additional Spare Cylinder head & liner also Propeller shaft  
Propeller.

The foregoing is a correct description,  
 For JOHN G. KINGAID & CO. LIMITED.

J. G. Kingaid Director. Manufacturer.

Dates of Survey while building  
 During progress of work in shops - (1930) July 16 Aug 7 Sept 10 29 Oct 10 23 Nov 1 Dec 9 10 16 19 26 29 30 (1931) Jan 4 20 26 28 Feb 23 5 9 12 13 14 19 23 24 26 27 Mar 6 10 11 18 19 23 26 27 30 31 Apr 1 3 4 10 15 17 23 24 25 28 29 30  
 During erection on board vessel - - - May 16 18 19 20 22 24 25 June 2 3 5 11 13 14 18 20 22 July 12 14 21 Aug 5 9 23 Sept 1 5 6 14 23 Oct 1 12 Nov 10 (1932) Jan 13 Feb 5 Apr 9 7 May 12 Aug 15 (1934) Mar 30 Apr 10 12  
 Total No. of visits 97

Dates of Examination of principal parts  
 Cylinders 6-3-31 Covers 16-12-30 Pistons 19-3-31 Rods 19-3-31 Connecting rods 9-4-31  
 Crank shaft 10-4-31 Flywheel shaft ✓ Thrust shaft 1-5-31 Intermediate shafts 1-5-31 Tube shaft -  
 Screw shaft 6-3-31 Propeller 6-3-31 Stern tube 26-2-31 Engine seatings see 4th Rpt Engines holding down bolts 27-5-31  
 Completion of fitting sea connections see 4th Rpt Completion of pumping arrangements 18-6-31 Engines tried under working conditions 17-9-31

Crank shaft, Material § Identification Mark LR 168 WGM Flywheel shaft, Material - Identification Mark -  
 Thrust shaft, Material § Identification Mark LR 3940 WGM Intermediate shafts, Material § Identification Marks LR 14266 WGM  
 Tube shaft, Material ✓ Identification Mark - Screw shaft, Material § Identification Mark LR 8658 WGM

Is the flash point of the oil to be used over 150° F. Yes  
 Is this machinery duplicate of a previous case No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. These Engines & Boilers have been built under special survey in accordance with the approved plans & the workmanship & material are of good quality, they are now securely fitted on board and under working conditions & found satisfactory. The Machinery is eligible in my opinion for the record of L.M.C. 9.31. (Notation of Donkey Boilers 150lb)

General Examination & trial laid up from 19. 9. 31. at Greenock, Glasgow. Now done  
 Both Auxiliary Boilers & Air Receiver examined internally & externally. Main Auxiliary Machinery & Steering Engine generally examined also Electrical Installation & afterwards all tested under working conditions. Trial placed in Green Drydock Ltd. Propeller Stern tube & sea connection fastenings examined. Propeller shaft drawn & examined (10-4-34) The parts now examined were found to be in good condition. No signs of deterioration having taken place. - Notation of Propeller Shaft seen 4. 24. 34 in view of the above  
 The amount of Entry Fee £ 5 - - - When applied for, 10th SEPTEMBER 1931  
 Special £ 98 - - - 10 : When received,  
 Donkey Boiler Fee £ 23 - - - 4 : 22nd SEPTEMBER 1931  
 Air Receiver £ 8 - - - 8 : 13th APRIL 1934  
 Travelling Expenses (if any) £ 5 - - - 5 : WHEN REQUIRED  
General Examination Committee's Minute 5. 5. 34 nd 18/4/34 ampy

W. Gordon-Mitchell  
 Engineer Surveyor to Lloyd's Register of Shipping.



Assigned See pls. FE. 57783  
TUE. 17 APR 1934

Certificate (if required) to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

Rpt.  
Date of  
No. in Reg. Bo  
Master  
Engin  
Boilers  
Nomina  
MUL  
Manuf  
Total  
No. an  
Tested  
Area  
Area  
In cas  
Smalle  
Smalle  
Large  
Thick  
long, s  
Percen  
Percen  
Thick  
Mater  
Lengt  
Dimen  
End p  
How  
Tube  
Mean  
Gird  
at ce  
in ca  
Tens  
Pitch  
Work  
Thick  
Pitch  
Work  
Diam  
Work  
Diam