

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *yes* ✓
Can the internal surfaces of the receivers be examined and cleaned *yes* ✓ Is a drain fitted at the lowest part of each receiver *yes* ✓
High Pressure Air Receivers, No. *L* Cubic capacity of each *L* Internal diameter *L* thickness *L*
Seamless, lap welded or riveted longitudinal joint *L* Material *L* Range of tensile strength *L* Working pressure by Rules *L*
Starting Air Receivers, No. *L* Total cubic capacity *2 x 11.5 cbb* Internal diameter *14.95 mbb* thickness *21 mbb*
Seamless, lap welded or riveted longitudinal joint *double butt 5 x riv (two)* Material *S.M. Steel* Range of tensile strength *30-39 tons* Working pressure by Rules *26.1 kg*
Actual *24.6 kg*

IS A DONKEY BOILER FITTED? *yes* ✓ If so, is a report now forwarded? *yes* ✓
Is the donkey boiler intended to be used for domestic purposes only *No* ✓
PLANS. Are approved plans forwarded herewith for Shafting *all forwarded by Amsterdam Surveyors*
(If not, state date of approval) *9.4.35*
Donkey Boilers *R. 4. 55* General Pumping Arrangements *as per MV ETREMA* Pumping Arrangements in Machinery Space *L*
Oil Fuel Burning Arrangements *L*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes* ✓
State the principal additional spare gear supplied *One screw shaft, cast iron propeller, 2 cylinder covers complete, 2 pistons complete, 2 cylinder liners complete, 1 set of coupling bolts, one set of main bearing brasses, one set of bottom end brasses, one piston rod, one connecting rod, one crosshead with guide. Chain for pump drive etc, one set of chain wheels*

The foregoing is a correct description,

Manufacturer.

ROTTERDAMSCHЕ DROOGMAATSCHAPPIJ

Directeur

J. Knappe

Dates of Survey while building
During progress of work in shops--
During erection on board vessel--
Total No. of visits *38*

Dates of Examination of principal parts—Cylinders *L* Covers *L* Pistons *L* Rods *L* Connecting rods *L*
Crank shaft *L* Flywheel shaft *L* Thrust shaft *L* Intermediate shafts *9/6 - 6/7-36* Tube shaft *L*
Screw shaft *9/6 39-36* Propeller *19-10-36* Stern tube *7/5-10/5-36* Engine seatings *16-11-36* Engines holding down bolts *21-1-37*
Completion of fitting sea connections *9-11-36* Completion of pumping arrangements *20-1-37* Engines tried under working conditions *4-2-37*
Crank shaft, Material *L* Identification Mark *L* Flywheel shaft, Material *L* Identification Mark *L*
Thrust shaft, Material *L* Identification Mark *L* Intermediate shafts, Material *S.M. Steel* Identification Marks *L*
Tube shaft, Material *L* Identification Mark *L* Screw shaft, Material *S.M. Steel* Identification Mark *L*

Is the flash point of the oil to be used over 150° F. *yes* ✓
Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *yes* ✓
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *L* If so, have the requirements of the Rules been complied with *yes* ✓
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *No*

Is this machinery duplicate of a previous case *yes* ✓ If so, state name of vessel *ETREMA*

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery has been made and fitted in accordance with the approved plans. Society, Public and Secretary's letters, material tested as required and workmanship good. The whole was formed in a good working and manoeuvring condition during a trial trip and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with* *** LMC. 2.37. OIL ENG. CL**

The amount of Entry Fee .. £ *L* :
1/5-Special ... *196.00*
Donkey Boiler Fee ... *10.0.00*
Travelling Expenses (if any) *2.4.00*
When applied for, *16.2.1937*
When received, *5.3.1937*

Committee's Minute *FRI 26 FEB 1937*

Assigned *+ LMC 2.37* *SB 180 lb*
oil eng CL



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