

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. *2* ✓

Cubic capacity of each *2 x 11.3 ccb*

Internal diameter *14.95 in*

thickness *1.1 in*

Seamless, lap welded or riveted longitudinal joint *Welded*

Material *S.M. Steel*

Range of tensile strength *50-54 tons*

Working pressure by Rules *26.1 kg/cm²*

Actual *24.6 kg/cm²*

Starting Air Receivers, No. *2* ✓

Total cubic capacity *2 x 11.3 ccb*

Internal diameter *14.95 in*

thickness *1.1 in*

Seamless, lap welded or riveted longitudinal joint *Welded*

Material *S.M. Steel*

Range of tensile strength *50-54 tons*

Working pressure by Rules *26.1 kg/cm²*

Actual *24.6 kg/cm²*

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 *Yes* ✓

PLANS. Are approved plans forwarded herewith for Shafing *Yes* ✓

(If not, state date of approval)

Receivers

Separate Fuel Tanks

Donkey Boilers

General Pumping Arrangements *27-11-36*

Pumping Arrangements in Machinery Space *27-11-36*

Oil Fuel Burning Arrangements

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 bracers, 1 set of bottom end bracers, one piston rod, one connecting rod, one crankshaft with gudge, chain for pump drive etc one set of chain wheels*

The foregoing is a correct description,

M. K. De Schelde

Manufacturer.

Dates of Survey while building
During progress of work in shops--
During erection on board vessel--
Total No. of visits *22*

Dates of Examination of principal parts—Cylinders *✓* Covers *✓* Pistons *✓* Rods *✓* Connecting rods *✓*
Crank shaft *✓* Flywheel shaft *✓* Thrust shaft *✓* Intermediate shafts *1-11-35* Tube shaft *✓*
Screw shaft *28/11/36* Propeller *18-3-36* Stern tube *30-1-35* Engine seatings *18-3-36* Engines holding down bolts *28-5-36*
Completion of fitting sea connections *18-4-36* Completion of pumping arrangements *16.6.36* Engines tried under working conditions *30.6.36*
Crank shaft, Material *✓* Identification Mark *✓* Flywheel shaft, Material *✓* Identification Mark *✓*
Thrust shaft, Material *✓* Identification Mark *✓* Intermediate shafts, Material *S.M. Steel* Identification Marks *✓*
Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *S.M. Steel* Identification Mark *✓*

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 *Oil tanker*

If so, have the requirements of the Rules been complied with *✓*

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *✓*

Is this machinery duplicate of a previous case *Yes*

If so, state name of vessel *MV EULOTA* *MV ETREMA*

General Remarks

(State quality of workmanship, opinions as to class, &c.)

The machinery has been made and fitted in accordance to the Society's Rules, approved plans and Secretary's letter, material tested as required and workmanship good. The whole was found in a good working and manouring 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 7.36. OIL ENG. CL.**

The amount of Entry Fee .. £

Special ..

Donkey Boiler Fee ..

Travelling Expenses (if any) ..

When applied for,

When received,

Committee's Minute

Assigned



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