



BOILERS, &c.—(Letter for record / ) Total Heating Surface of Boilers /

Is Forced Draft fitted / No. and Description of Boilers /

Working Pressure /

Is a Report on Main Boilers now forwarded? /

Is { a Donkey / an Auxiliary } Boiler fitted? /

If so, is a report now forwarded? /

Is the donkey boiler intended to be used for domestic purposes only /

Plans. Are approved plans forwarded herewith for Shafting 28.5.36 Main Boilers / Auxiliary Boilers / Donkey Boilers /

Superheaters / General Pumping Arrangements / Oil Fuel Burning Arrangements /

Has the spare gear required by the Rules been supplied /

SPARE GEAR.

State the principal additional spare gear supplied

2 compl. sets of turn bearing branes for pinion shafts.
8 pads and bolts.
1 compl set of bearing branes for pinion shaft
2 compl sets of turn bearing branes for primary shafts.
10 pads & bolts.
2 compl sets of turn bearing branes for main shaft
12 pads & bolts.

1 compl set of main shaft bearing branes
35 tubes for oil covers
a number of bolts, studs & nuts for primary, pinion, main shaft bearing branes & wheels

The foregoing is a correct description,

Deutsche Schiff- und Maschinenbau Aktiengesellschaft
Heddesfelder Strasse 11, Hamburg
Manufacturers

Dates of Survey while building
During progress of work in shops - 1936 11/8, 12/8, 14/8, 20/8, 22/8, 17/9, 2/10, 14/10, 10/12, 16/12, 18/12, 29/12, 6/1, 27/1, 9/2.
During erection on board vessel - 1932 2/4, 15/4, 7/5, 27/6, 8/6.
Total No. of visits 20

Dates of Examination of principal parts - Casings 10/12, 27/1. COUPLING Rotors 20/8, 18/12, 18/12. Blading - Gearing 29/12, 27/1.
Wheel shaft 12/8, 18/12, 27/1. PRIMARY Thrust shafts 12/8, 18/12, 27/1. PINION Intermediate shafts 10/12, 18/12, 27/1. Tube shaft - Screw shaft -

Propeller / Stern tube / Engine and boiler seatings / Engine holding down bolts 7.5.27
Completion of fitting sea connections / Completion of pumping arrangements / Boilers fixed / Engines tried under steam 27/6 - 8/6.3

Main boiler safety valves adjusted / Thickness of adjusting washers /
PORT PRIMARY Pinion shaft, Material and tensile strength Pinion Martin Nickel Steel 45.6 kg/cm² Identification Mark 30.7.36
STAR PRIMARY Pinion shaft, Material and tensile strength 45.6 Identification Mark 30.7.36
PORT Pinion shaft, Material and tensile strength Pinion Martin Nickel Steel 66.5 kg/cm² Identification Mark 31.8.36
STAR PINION 1st Reduction Wheel Shaft, Material and tensile strength 69.5 Identification Mark 31.8.36
WHEEL Thrust shaft, Material LLOYD'S MB. 12382, 27.7.36 Identification Mark G.B. 27.1.37

Intermediate shafts, Material / Identification Marks / Tube shaft, Material / Identification Marks /
Screw shaft, Material / Identification Marks / Steam Pipes, Material / Test pressure /

Date of test / Is an installation fitted for burning oil fuel /
Is the flash point of the oil to be used over 150°F. / Have the requirements of the Rules for the use of oil as fuel been complied with /
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo / 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 a duplicate of a previous case no / If so, state name of vessel /

General Remarks (State quality of workmanship, opinions as to class, &c.) This single Reduction Gearing with oil couplings have been built under special survey in accordance with the approved plan, the Surveyor's letter and in accordance with the requirements of the Rules. The materials have been tested as per Rule and the workmanship is of good quality. During the vessel trial trips all parts were found working satisfactory in all respects.

Table with columns: included on Rpt. 4b., The amount of Entry Fee, Special, Donkey Boiler Fee, Travelling Expenses (if any), When applied for, When received.

A. Carstensen G. H. C. Kahr
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FR 2 JUL 1937
Assigned See other F. E. report

