

IS A DONKEY BOILER FITTED? *Yes, 1 oil fired waste heat* If so, is a report now forwarded? *Yes*
PLANS. Are approved plans forwarded herewith for Shafting *yes* Receivers *yes* Separate Tanks *yes*
Donkey Boilers *yes* General Pumping Arrangements *yes* Oil Fuel Burning Arrangements *yes*
SPARE GEAR *2 Cylinders, covers complete, 6 fuel valve needle valves, 2 pistons complete, 36 piston rings, 1 piston rod, 6 telescope pipes for piston cooling, Gear wheels & skew wheels for cam shaft, 1 set each bolts & nuts for top & bottom ends & main bearings, 1 set crank shaft coupling bolts, 1 set intermediate shaft coupling bolts, 2 sets pads for thrust blocks, 6 plungers for fuel pumps & all parts for one pump, 1 propeller shaft, 2 Bronze propeller blades, Spare gear as required for main engine air compressor, 2 sets piston rings, one full set of valves etc as per list, Spare gear for aux diesel engine as per rules, set of suction & delivery valve for oil fuel pumps, ludge pumps, donkey feed pump & lubricating oil pumps.*
Quantity of assorted bolts nuts & iron also additional spare gear as per list hereint

The foregoing is a correct description,

Manufacturer.

W. L. L. L.

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

Dates of Examination of principal parts--Cylinders 30-8-27 to 10-10-27. Covers 29-8-27 to 10-10-27. Pistons 19-10-27 to 20-10-27. Rods 20-9-27 to 20-10-27. Connecting rods 20-9-27 to 20-10-27. Crank shaft 25-8-27, 19-9-27. Flywheel shaft 28-8-27 to 15-9-27. Thrust shaft 28-8-27 to 15-9-27. Intermediate shafts 29-11-27 to 28-12-27. Tube shaft 29-11-27 to 28-12-27. Screw shaft 27-10-27. Propeller 10-11-27, 11-1-28. Stern tube 23-9-27 to 12-12-27. Engine seatings 17-2-28. Engines holding down bolts 20-4-28. Completion of fitting sea connections 17-2-28. Completion of pumping arrangements 2-5-28. Engines tried under working conditions 5-4-28. Crank shaft, Material *old steel* Identification Mark *1998 C.G.P. 1971 C.G.P. 2094* Flywheel shaft, Material *old steel* Identification Mark *1999 + 2001* Thrust shaft, Material *old steel* Identification Mark *1999, 2001* Intermediate shafts, Material *steel* Identification Mark *2154, 2158, 2159, 2145, 2146, etc* Tube shaft, Material *none* Identification Mark *✓* Screw shaft, Material *old steel* Identification Mark *2133, 2182, 2183 spare.*

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 *no* If so, have the requirements of the Rules been complied with *✓*
Is this machinery duplicate of a previous case *yes* If so, state name of vessel *M.S. Zealandia.*

General Remarks (State quality of workmanship, opinions as to class, &c.)
The Machinery of this vessel has been built under Special Survey. Materials & Workmanship good. Hydraulic tests satisfactory. The whole of the machinery has been efficiently installed & fixed in the vessel and has been tried and maneuvered under working conditions as required by the Rules and is in good & safe working condition and eligible in my opinion to be classed and have records L.M.C. 7-28. Tail Shaft C.L. in the Register Book.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 7-28 C.L. OIL ENGINES 28 C.S.A. 20 B 100 H.P. 12 Cyl 31-43" N.H.P. 2020.

The amount of Entry Fee ... £ 6 : 0 : 0 When applied for
Special ... £ 150 : 10 : 0 When received, 17.7.1928
Donkey Boiler Fee ... £ ✓
Travelling Expenses (if any) £ ✓
Committee's Minute
Assigned *+ R.M.C. 7-28 C.L. Oil engines 28 C.S.A. 20 B 100 H.P.*

William Butler
Engineer Surveyor to Lloyd's Register of Shipping.

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