

004527-004533-0124

No. 13753
AIR RECEIVERS:—Have they been made under survey See Belfast Report State No. of report or certificate
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 Is a drain fitted at the lowest part of each receiver
Injection Air Receivers, No. None Cubic capacity of each Internal diameter thickness
Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure
Starting Air Receivers, No. 2 Total cubic capacity Internal diameter thickness
Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure

IS A DONKEY BOILER FITTED Yes If so, is a report now forwarded See Belfast Report No. 13753
Is the donkey boiler intended to be used for domestic purposes only No
PLANS: Are approved plans forwarded herewith for shafting 22: 4: 41 Receivers Belfast Rpt. Separate fuel tanks 1
Donkey boilers Belfast Rpt. General pumping arrangements Approved Belfast Pumping arrangements in machinery space 4/11/44.
Oil fuel burning arrangements 24: 2: 44.

SPARE GEAR.
Has the spare gear required by the Rules been supplied Yes
State the principal additional spare gear supplied As per Specification.
Intermediate propeller shaft approved 14.1.44
Satisfactory longitudinal records approved for identical machinery + shafting in
Sister vessel NO 1195 "NASSARIUS" It was not considered necessary
for records to be taken in this case. (See Secy letter 21.4.44)
in E. FILE.

The foregoing is a correct description, Manufacturer.

Dates of Survey while building
During progress of work in shops 1941 Dec 31 (1942) Mar 11 Apr 23 Mar 5 July 17 Sep 18 1943 Oct 25 May 11 Aug 12 17 25 27 Sep 6 15 26 27
During erection on board vessel 16 18 22 24 Dec 23 16 1944 Jan 11 21 22 24 Feb 23 24 25 29 Mar 9 26 Apr May 1 4 18 21 Aug 7 15 16 Sep 20
Total No. of visits 43
Dates of examination of principal parts—Cylinders 15.11.43 to 15.11.43 to 16.11.43 to 16.11.43 to
12.12.43 Covers 2.12.43. Pistons 22.11.43. Rods 22.11.43. Connecting rods 13.11.43
Crank shaft 11.5.43. Flywheel shaft. Thrust shaft 11.5.43. Intermediate shafts 4.3.44. Tube shaft.
Screw shaft 4.3.44. Propeller Bel. Rpt. Stern tube Engine seatings 24.5.44. Engine holding down bolts 16.
Completion of fitting sea connections. Bel. Rpt. Completion of pumping arrangements 20.9.44. Engines tried under working conditions 20.
Crank shaft, material Steel Identification mark P.F. Flywheel shaft, material Identification mark Lloyds 703
Thrust shaft, material Steel Identification mark P.F. Intermediate shafts, material Steel Identification marks WH 27
Tube shaft, material Identification mark Screw shaft, material Steel Identification mark WH 26
Identification marks on air receivers See Belfast Report No. 13753

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
Description of fire extinguishing apparatus fitted Steam and foamite.
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 duplicate of a previous case YES If so, state name of vessel M/V NASSARIUS. GLS RPT. N

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been built
under Special Survey in accordance with the Rules and approved plans. The material and workman
are good. They have been properly fitted on board tried under full working conditions with
satisfactory results and eligible in our opinion to have the record in the Register Book of +
9.44 C.L. (Fitted for oil fuel 9.44 F.P. above 150°Fah.)
The donkey boiler safety valves have been adjusted under steam to the working pressure and
found satisfactory. The specification has been satisfactorily carried out.

NOTE. No. 8 girder of the main engine bedplate was found to have a vertical contraction crack,
the girder was reinforced by horizontal stay bolts through the girder and the bedplate is now
It is recommended that the girder be again examined before the end of March, 1945 (6 months 1
See London letter E. 19: 10: 43.

The amount of Entry Fee ... £ 5 : 0 : 0
Special ... £ 98 : 10 : 0
Specification Donkey Boiler Fee ... £ 24 : 12 : 6
Travelling Expenses (if any) £ : :
When applied for 13 OCT 1944
When received 19

(Committee's Minute)
Assigned + L.M.C.G. K.K. Gil Eng.
2 A.B. 180 lb.
Glasgow 23 OCT 1944
G. E. Murdoch for P. Fitzgerald & Self.
Engineer Surveyor to Lloyd's Register of S