



IS A DONKEY BOILER FITTED?

Yes

If so, is a report now forwarded?

Yes

HYDRAULIC TESTS:-

Table with 6 columns: DESCRIPTION, DATE OF TEST, WORKING PRESSURE, TEST PRESSURE, STAMPED, REMARKS. Rows include ENGINE CYLINDERS, MAIN COMPRESSORS, AIR RECEIVERS, AIR PIPES, FUEL PIPES, FUEL PUMPS, SILENCER, WATER JACKET, SEPARATE FUEL TANKS.

PLANS. Are approved plans forwarded herewith for shafting? Yes

Receivers? Yes

Separate Tanks? No

SPARE GEAR 5 cyl. covers, 2 being complete with all valves etc fitted; 4 cyl. liners, 4 pistons complete & 11: piston rings, 1 piston rod, 2 crosshead shoes, 6 top end brasses with bolts & nuts, 4 bottom end brasses with bolts & nuts, 2 main bearing bolts, 1 set of crank shaft coupling bolts & 1 set of intermediate shaft coupling bolts, 8 oil covers studs, 16 fuel oil spray valves & 49 nozzles, 8 inlet valves & 16 exhaust valves, 4 inlet valve boxes & 8 exhaust valve boxes, 32 spray valve springs, 1 each relief valve & air starting valve, 16 each springs for relief & air starting valves, 32 springs for inlet & exhaust valves, 2 each of inlet & exhaust ahead & altern cam; each fuel cam pieces ahead & stern. Assorted bolts & nuts, piping for air starting & fuel oil, armoured hose. Compressors: 1 cyl. liner 5 cyl. liners (bottom) 2 cyl. covers, 4 pistons, 60 piston rings, 2 top end brasses & 2 bottom end brasses with bolts & nuts, 1 conn. rod, 1 compressor conn. rod, 1 inlet valve box, 2 exhaust valve boxes, 7 inlet valves & 8 exhaust valves, 16 springs for inlet & exhaust valves, 2 compressor pistons & 98 compressor piston rings for all stages, 8 each air starting & relief valve springs; 1 fuel oil spray valve body & 20 nozzles, 220 compressor valves for all stages & 16 springs, 2 each inlet & exhaust valve cams, 12 fuel oil cam pieces. The foregoing is a correct description, also complete sets of working parts for both main & compressor engines.

John Houston Manufacturer.

Dates of Survey while building: During progress of work: Nov 1919; 4, 6, 7, 12, 14, 18, 20, 26, Dec: 3, 4, 8, 9, 10, 12, 13, Jan: 1920, 8, 9, 12, 14, 15, 16, 17, 19, 20, 21, 23, 24, 26, 27, 28, 29, 30, 31, Feb: 2, 3, 9, 16, 21, 27, Mar: 2, 10, 15, 17, 25, 30, Apr: 7, 8, 9, 10, 12, 13, 16, 21, 22, 26, 27, May: 3, 4, 7, 12, 13, 14, 17, 18, 19, 20, 21, 26, June: 7, 10, 14, 16, 25, 28, July: 2, 14, 17. Total No. of visits: 80.

Dates of Examination of principal parts: Cylinders 22/1/20 to 23/2/20, Covers 24/1/20 to 16/4/20, Pistons 10/3/20 to 12/4/20, Rods 4-12-19, Connecting rods 4-12-19, Crank shaft 12/1/20, Thrust shaft 12/1/20, Tunnel shafts, Screw shaft 12/1/20, Propeller 12/1/20, Stern tube 12/1/20, Engine seatings 9-4-20, Engines holding down bolts 9-4-20, Completion of pumping arrangements 20-5-20, Engines tried under working conditions 21-5-20, 16-7-20, Completion of fitting sea connections, Stern tube, Screw shaft and propeller, Material of crank shaft Steel, Identification Mark on Do. LLOYD'S No 176 J.H., Material of thrust shaft Steel, Identification Mark on Do. LLOYD'S No 176 J.H., Material of tunnel shafts, Identification Marks on Do., Material of screw shafts Steel, Identification Marks on Do., Is the flash point of the oil to be used over 150° F. Yes, Is this machinery duplicate of a previous case No. If so, state name of vessel.

General Remarks (State quality of workmanship, opinions as to class, &c.) The Machinery of this vessel has been examined throughout, & the various parts compared & tested with the plans submitted as far as practicable. It has been thoroughly overhauled & readjusted as per Rpt. No 1854, tried under working conditions & found satisfactory. In my opinion it is eligible to be classed I.M.C. 7-20, in the Register Book.

The amount of Entry Fee £ 40-0-0, Special, Donkey Boiler Fee, Travelling Expenses (if any) £. When applied for, 24th Apr 1920, When received, 26th May 1920.

John Houston Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned L.M.C. 7. 20



Anglo-Saxon Patent Co. London. Certificate (if required) to be sent to...