

AIR RECEIVERS:—Have they been made under survey..... State No. of Report or Certificate

Is each receiver, which can be isolated, fitted with a safety valve as per Rule

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.

Cubic capacity of each

Mech. Rpt. No. 9883

Internal diameter

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

Actual

Starting Air Receivers, No.

Not particular

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

Actual

IS A DONKEY BOILER FITTED? No

If so, is a report now forwarded? Yes

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

PLANS. Are approved plans forwarded herewith for Shafting & Sterngeal - Yes Receivers

Separate Fuel Tanks

Yes

Donkey Boilers

General Pumping Arrangements

With hull report

Pumping Arrangements in Machinery Space

Yes

Oil Fuel Burning Arrangements

Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits

1939 Aug 31. Oct. 11. Dec 21. 1940 Jan. 5. 12. 18. Feb. 26. Mar. 5. 11. 13. 19. 20. 22. 29. Apr. 1. 2. 3. 8.

20

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shafts in place 26/2/40 Propellers in place 26/2/40 Stern tubes in place 18/1/40 Engine seatings 26-2-40 Engines holding down bolts 20-3-40

Completion of fitting sea connections 21-12-39 Completion of pumping arrangements 2-4-40 Engines tried under working conditions At Sea 3-4-

Crank shaft, Material

Identification Mark

Flywheel shaft, Material

Identification Mark

Thrust shaft, Material

Identification Mark

Intermediate shafts, Material

Steel

Identification Marks

Tube shaft, Material

Identification Mark

Screw shaft, Material

Steel

Identification Mark

Identification Marks on Air Receivers See Mech. Rpt No 9883

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

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.S.G. Mallard"

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

This Machinery - Mech. Rpt No 9883 on the Main Engines, & Mech. Rpt No 9882 on the Aux. Engines, has been efficiently fitted on board, the materials & workmanship being sound & good. The Main & Aux. Machinery was finally tried out at sea under full load & working conditions, & it was found satisfactory in all respects. Manoeuvring tests were carried out, & the capacity of the air receivers was found to be considerably in excess of the Rule requirements. The Auxiliary Engines, which drive the compressors can be started by hand. In my opinion the machinery of this vessel is eligible to be classed in the Register Book with the notation of + L.M.C. 4-40, & the records of Oil Eng. T.S.O.G.

The amount of Entry Fee .. £

Special 1/3 L.M.C. £ 21 : 18 : 6

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for,

16-4-1940

When received,

29.4.1940

John Houston

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

+ Amb. 4.40 oil inf. O.G.

FRI 28 APR 1940



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