

IS A DONKEY BOILER FITTED? No

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:-

- 2 Connecting rod top end bolts and nuts
- 2 Connecting rod bottom end bolts and nuts
- 2 Main bearing bolts
- 6 Coupling bolts
- 1 Set Feed and Bilge pump valves
- 6 HP Piston Springs
- 3 - HP. IP & LP Valve stems.

- 3 - HP. IP and LP Piston blocks
- 11 - IP Piston Springs
- 20 LP Piston springs
- 2 Connecting rod top end bearings
- 1 Connecting rod bottom end (crank pin) bearing
- 1 Solid 4 blade cast iron propeller
- a quantity of assorted bolts, nuts & rivets of various sizes

The foregoing is a correct description,
 Todd Dry Dock & Const. Corp.
 J. A. Evers, Genl. Mgr.

Manufacturer.

Dates of Survey while building { During progress of work in shops -- } Feb 9 - April 2-14-19-30 May 12-20-29 June 14-23-29 (11)
 { During erection on board vessel --- } June 20-23-29 July 10-12-21-26-28-30 Aug 6 (10)
 Total No. of visits 21

Is the approved plan of main boiler forwarded herewith copy

Dates of Examination of principal parts—Cylinders June 14 Slides June 23 Covers June 14 Pistons May 29 June 23 Rods April 14
 Connecting rods April 14 June 14 Crank shaft June 14-23 Thrust shaft May 20 June 23 Tunnel shafts April 14 June 14 Screw shaft April 14 Propeller May 2
 Stern tube June 14 Steam pipes tested July 21 Engine and boiler seatings June 20 Engines holding down bolts July 21
 Completion of pumping arrangements July 21 Boilers fixed July 10 Engines tried under steam Aug 6
 Completion of fitting sea connections June 20 Stern tube June 20 Screw shaft and propeller June 20
 Main boiler safety valves adjusted July 28 Thickness of adjusting washers P 1 1/2 - 1 3/4 C 1 3/4 - 1 9/16 S 6 3/4 - 1 5/8

Material of Crank shaft Steel Identification Mark on Do. 263-72 RB Material of Thrust shaft Steel Identification Mark on Do. 200-71
 Material of Tunnel shafts Steel Identification Marks on Do. 146-2-12-18 WTF 146-7-1-19 WTF 146-7-1-19 WTF 146-2-12-18 WTF
 Material of Steam Pipes Steel Test pressure 570 lbs

Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150°F. yes

Have the requirements of Section 49 of the Rules been complied with yes

Is this machinery duplicate of a previous case If so, state name of vessel Cascade

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

The Engines and Boilers have been built and installed under special survey and in accordance with the approved plans together with shafts, auxiliaries, pipes, fittings and sea connections. The material and workmanship are both of good quality. On completion the machinery seen tried under steam and found satisfactory.

Note The Engines and Boilers were originally intended for a vessel to be built for the United States Shipping Board to be classed by the American Bureau of Shipping and for that reason the material for boilers, shafts and engine forgings were tested by the American Bureau of Shipping for which are herewith attached

The vessel eligible, in my opinion to have the record of # LME 8 and fitted for oil fuel 8.20 FP above 150°F.

MACHINERY CERT. WRITTEN 13.10.20

The amount of Entry Fee ... \$ 15 : 00 :
 Special ... \$ 218 : 00 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) \$ 84 : 00 :
 When applied for, Sep. 16, 1920
 When received, 15.10.20

James Fowler
 Engineer Surveyor to Lloyd's Register of Shipping.

Note:-

The builders state that they have so far, been unable to get certificates of the tests of material from the American Bureau of Shipping expect to have them in the near future. I record of all marks and numbers in the plan for reference.

Committee's Minute New York SEP 28 1920

Assigned :- L M C 8 20