

IS A DONKEY BOILER FITTED? yes two If so, is a report now forwarded? yes

Is the donkey boiler intended to be used for domestic purposes only? no

PLANS. Are approved plans forwarded herewith for Shafting no Receivers with separate pipes Separate Tanks yes
(If not, state date of approval)

Donkey Boilers yes General Pumping Arrangements yes Oil Fuel Burning Arrangements yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes except cylinders cover studs and nuts (one set of 12) see below

State the principal additional spare gear supplied one propeller shaft and one propeller. in addition to articles included in approved list see Stockholm Rpt. N° 3252.

The foregoing is a correct description,

For David Rowan & Co. Ltd
Arch. N. Grierson Manufacturer.

Dates of Survey while building
During progress of work in shops -- 1930 Dec 17 (1930) Jan 9 22 24 28 Feb 10 11 18 19 21 25 27 Mar 3 11 12 14 17 19 21 24 26 28 Apr 1 2 3 7 8 9 11 14 15 17 29 May 2 12 15 21 23 27 June 2 4 6 10 13 16 17 19 20 23 26 30 July 1 2 3 5 7 8 10
During erection on board vessel -- 11 14 16 23 29 Aug 6 9 12 13 18
Total No. of visits 68

Dates of Examination of principal parts—Cylinders — Covers — Pistons — Rods — Connecting rods —

Crank shaft — 8 Flywheel shaft — Thrust shaft — Intermediate shafts 2-3-30 Tube shaft —

Screw shaft 11-4-30 Propeller 11-4-30 Stern tube 2-4-30 Engine seatings 2-5-30 Engines holding down bolts 26-6-30

Completion of fitting sea connections 2-5-30 Completion of pumping arrangements 10-7-30 Engines tried under working conditions 18-8-30

Crank shaft, Material — Identification Mark — Flywheel shaft, Material — Identification Mark LLOYDS N° 3457 24-3-30 L.C.D.

Thrust shaft, Material — Identification Mark — Intermediate shafts, Material Steel Identification Marks LLOYDS N° 3457 L.C.D. 11-4-30

Tube shaft, Material — Identification Mark — Screw shaft, Material Steel Identification Mark

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 Kankee 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 except as regards engine. see Stockholm Rpt. N° 3252

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 engine have been satisfactorily fitted in the vessel. tried under working condition and found good.

The machinery is eligible in my opinion for classification and the Rules L.M.C. 8,3 2 DB 150 LBS. — Subject to the spare cylinder cover studs and nuts being put on board at the earliest opportunity. (see below)

NOTE The spare cylinder cover studs and nuts (a set of twelve) have been lost in transit. the Owner's representative states that these will be replaced at the earliest opportunity and in view of the fact that the engines can be run with one or two cylinders out of action, the arrangement is in my opinion satisfactory

The amount of Entry Fee .. £ 6 :
Proportion of Special .. £ 25 :
Donkey Boiler Fee ... £ 23 :
Travelling Expenses (if any) £ :
When applied for, 1 AUG 1930
When received, 22/8/30

Committee's Minute GLASGOW 19 AUG 1930

Assigned L.M.C. 8,30 subject to 2 DB-150lb.



CERTIFICATE WRITTEN 20-8-30