

AIR RECEIVERS:—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

High Pressure Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules

Actual

Starting Air Receivers, No.

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?

If so, is a report now forwarded?

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

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

15-1-42

Receivers

15-1-42

Separate Fuel Tanks

6-10-42

Donkey Boilers

General Pumping Arrangements

8-4-41

Pumping Arrangements in Machinery Space

10-3-41

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

One fuel pump. Cylinder head & studs, 1 set coupling bolts, 1 set valves for scavenging, lifts, air, compressor pumps.
1- Cylinder cover, 1- gudgeon pin, 1 complete bottom end brass, 1 set bottom end bolts, 4 piston rings, assorted bolts & iron.

The foregoing is a correct description,

For RICHARDS IRONWORKS LIMITED

L. G. Richards

Manufacturer.

Dates

of Survey

while

building

During progress of work in shops--

During erection on board vessel--

Total No. of visits

19.2.25, 2.15.25, 11.24, 24.5.25, 2.24.25, 1.5.26

13 (During installation)

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

25-6-42. Tube shaft

Screw shaft

25-6-42

Propeller

18-6-42

Stern tube

25-6-42

Engine seatings

15-6-42

Engines holding down bolts

3-9-42

Completion of fitting sea connections

29-6-42

Completion of pumping arrangements

1-10-42

Engines tried under working conditions

6-10-42

Crank shaft, Material

Identification Mark

Flywheel shaft, Material

Identification Mark

Thrust shaft, Material

Identification Mark

Intermediate shafts, Material

Steel

Identification Marks 4° 6' 28" 27.3.42

Tube shaft, Material

Identification Mark

Screw shaft, Material

Steel

Identification Mark 4° 6' 29" 27.3.42

Is the flash point of the oil to be used over 150° F.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

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

If so, state name of vessel "Empire Scout" "Empire Lark" "Empire Punch"

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

The machinery (Manchester Rpts. 10998 and 11129) has been installed on board this vessel in accordance with the approved plans and Rule requirements. The materials & workmanship are sound & of good description. The machinery has been examined under working conditions & is eligible, in my opinion, to be classed & to have notation + L.M.C. 10-42.

Aux. Engine - Simulator Set.

Engine. The exhaust pipe is lagged. The sea suction is provided with an efficient strainer which can be changed within the vessel.

Simulator. An adjustable regulating resistance is fitted in series with each field & all terminals are marked, fitted with sockets & efficiently protected.

The amount of Entry Fee

£

:

:

When applied for,

1/3 Special

£

9

13 4

19

Donkey Boiler Fee

£

:

:

When received,

Travelling Expenses (if any)

£

:

:

19

Committee's Minute

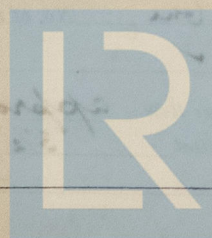
FRI 23 OCT 1942

Assigned

+ LMC 10.42

Oil Eng

Engineer Surveyor to Lloyd's Register of Shipping.



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