





WATER BOILER

Yes, 2 off.

Is it a boiler for propulsion? Yes

6 DEC 1941

31.8.39

12.10.39

31.8.39

20.12.40 at Gat.

5.4.40

Yes

In the main engine: fuel valves complete; 1 exhaust valve complete, 3 exhaust valve spindles, a number of piston rings, one top and one bottom half for main bearings, one fuel pump complete, 6 fuel pump casings, liners, plungers and pipes, a number of tubes for fresh water- and lubricating oil coolers, one propeller shaft with nut.

The foregoing is a correct description.

Dates of Survey while building: During progress of work in shops: Jan. 9, 20, 24, Feb. 2, 26, March 1, 14, 17, 22, 27, 28, April 1, 2, 3, 7, 8, 9, 10, 15, 16, 17, 19, 21, 22, 23, 24, May 2, 3, 15, 16, 26, 27, 28, 30, June 3, 7, 9, 12, 13, 14, 16, 18, July 7, 10, 14, 16, 17, 24, 25, Aug. 1, 5, 6, 11, 14, 21, 27, 30, Sept. 2, 14, 27, Oct. 1, 3, 5, 5, April 1, 9, 20, July 9, 16, 17, Aug. 26, Sept. 2, 3, 4, Oct. 2, 4, 6, 8, 28, 30, 31, Nov. 5, 8, 11. Total No. of visits 84

Dates of Examination of principal parts: Cylinders 2-28/41, Crank 3-3-24/41, Piston 7/41, Thrust 7/41, Propeller 27/239, 28/41, Screw shaft 12.6.41, Tube shaft 12.6.41, Completion of fitting and connection 28.4.41, Completion of painting arrangement 5.11.41. Crank shaft, Material: S.S. Steel, Identification Mark: 14998/6/8, 7024.3.41, Thrust shaft, Material: S.S. Steel, Identification Mark: 14998/6/8, 7024.3.41, Tube shaft, Material: S.S. Steel, Identification Mark: 14998/6/8, 7024.3.41. 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? Yes, If the notation for fire strengthening is desired, state whether the requirements in this respect have been complied with? Yes, Is this machinery duplicate of a previous case? No.

General Remarks: (State quality of workmanship, repairs, etc.) This machinery has been built under special survey in accordance with the Rules and approved plans. The workmanship and materials are good. Forging reports for the shafting and test sheets for the material of the air receivers are attached.

The machinery has been fitted on board under my inspection and to my satisfaction and has been tested on a trial trip and found satisfactory. The machinery is eligible in my opinion to be classed LMC 11.41. O.G. 2AB. 150 LBS

starting air rec.

NR 114 00  
NR 2131 80  
NR 159 60  
FRI. 19 DEC 1941  
+ amb. 11.41  
2 S.B. - 150 LBS  
oil Sup. O.G.

Sta. Luccombe