

Is { a Donkey } Boiler fitted? NO ✓ If so, is a report now forwarded? —
 { an Auxiliary }
 Is the donkey boiler intended to be used for domestic purposes only? —
 Plans. Are approved plans forwarded herewith for Shafting 5-5-51 Main Boilers 25-5-51 Auxiliary Boilers — Donkey Boilers —
 (If not, state date of approval)
 Superheaters 25-5-51 ^{revised} 29-6-51 (Kobe) General Pumping Arrangements 23-9-51 Oil Fuel Burning Arrangements 11-9-51
 Geared turbines situated aft. Have torsional vibration characteristics of system been approved? NO Date of approval —

SPARE GEAR.

Has the spare gear required by the Rules been supplied? Yes
 State the principal additional spare gear supplied: 1 set of complete bearing bush for 1st pinion and main wheel shaft HP and LP rotor shaft. 1 set of complete bearing bush for 2nd pinion shaft. 1 set of packing rings for rotor shaft. 1 set of liners for adjusting block. Studs and nuts for one propeller blade. 1 set of coupling bolts & nuts.

The foregoing is a correct description, Jakko Nawans Manufacture

Dates of Survey while building	During progress of work in shops - -	1950:- MAY. 13, 21, JUN. 1, 9, 15, 21, 24, 28, JUL. 3, 7, AUG. 18.							
	During erection on board vessel - -	1951:- JAN. 20, 27, FEB. 16, MAR. 16, 20, APR. 12, 28, MAY. 9, 15, 19, 31, JUN. 7, 20, 23, 28, JUL. 5, 10, 14, 18, 23, 28, 31	34.						
	Total No. of visits	1951:- AUG. 30, SEPT. 10, 12, OCT. 5, NOV. 16, 19, 21, 22, 24, 26	10						
Dates of Examination of principal parts	Casings	LP 20-3-51	Rotors	LP 27-1-51	Blading	9-7-51	Gearing	2ND 23-7-51	44
Wheel shaft	8-3-51	Thrust shaft	8-3-51	Intermediate shafts	10-9-51	Tube shaft	—	Screw shaft	4-9-51
Propeller	31-7-51	Stern tube	7-9-51	Engine and boiler seatings	30-8-51	Engine holding down bolts	30-8-51		
Completion of fitting sea connections	12-9-51	Completion of pumping arrangements	5-10-51	Boilers fixed	10-9-51	Engines tried under steam	22-11-51		
Main boiler safety valves adjusted	16-11-51	Thickness of adjusting washers	6 mm						
Rotor shaft, Material and tensile strength	Ni-Cr-Steel	HP 44.5 ~ 46.1 1/16"	LP 44.1 ~ 44.9 1/16"	Identification Mark	HP Y1963-A	LP Y1963-B			
Flexible Pinion Shaft, Material and tensile strength	Ni-Cr-Steel	HP 52.3 1/16"	LP 53.5 1/16"	Identification Mark	HP Y975	LP Y976			
Pinion shaft, Material and tensile strength	Ni-Steel	1st pinion Rim HP 42.7-42.8 1/16"	LP 45.8-46.2 1/16"	Identification Mark	HP Y1961-A	LP Y1961-B			
	2ND HP Y929	LP Y930		Chemical analysis	1st PINION Ni C P S	2ND HP 3.74 0.29 0.015 0.021	LP 3.70 0.27 0.013 0.020		

If Pinion Shafts are made of special steel state date of approval of chemical analyses, physical properties and heat treatment.
 1st Reduction Wheel Shaft, Material and tensile strength O.H. Steel HP 34.3 1/16" LP 32.2 1/16" Identification Mark HP Y1962-A LP Y1962-B
 Wheel shaft, Material O.H. Steel Identification Mark Y1959 Thrust shaft, Material O.H. Steel Identification Mark Y1960
 Intermediate shafts, Material O.H. Steel Identification Marks Y1141-A Y1141-B Y1141-C Y1141-D Y154B Tube shaft, Material — Identification Marks —
 Screw shaft, Material O.H. Steel Identification Marks Y1142 Steam Pipes, Material O.H. Steel Test pressure 60 kg/cm²
 Date of test Main Steam pipe 5-11-51 Con. Steam pipe 9-11-51 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 the Rules for the use of oil as fuel 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 a duplicate of a previous case? NO If so, state name of vessel —

General Remarks. (State quality of workmanship, opinions as to class, &c.)
The Machinery of this vessel has been constructed under the Supervision of the Society's Surveyors in accordance with Approved plans and the Rules.
The materials and workmanship has been found satisfactory.
The Machinery has been satisfactorily installed in the vessel in accordance with the Rules tested under working condition and found satisfactory.
It is submitted that the Machinery of this vessel is eligible to be classed with the Society with the notation of + LMC 11, 51, Fitted for oil fuel 11.51 P.F. over 150°F and TSCL 11.51

Certificate (if required) to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee	£ 651,500.-	When applied for	19
Special	£	When received	19
Donkey Boiler Fee	£		
Travelling Expenses (if any)	£ 15,000.-		

FRI. 18 JUL 1952

Assigned + LMC 11, 51
 FITTED FOR OIL FUEL 11, 51 FLASH POINT ABOVE 100°F. F.D. C.L. 2 WTB 285 lb Spl.

Engineer Surveyor to Lloyd's Register of Shipping.

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