



Is **a Donkey** Boiler fitted?  If so, is a report now forwarded?   
 Is **an Auxiliary** 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 24-10-51 Main Boilers 23-10-51 Auxiliary Boilers  Donkey Boilers   
 (If not, state date of approval)  
 Superheaters 24-10-51 General Pumping Arrangements 31-10-51 Oil Fuel Burning Arrangements 31-10-51  
 Geared turbines situated aft. Have torsional vibration characteristics of system been approved?  Date of approval

**SPARE GEAR.**

Has the spare gear required by the Rules been supplied? **Yes**  
 State the principal additional spare gear supplied.

The foregoing is a correct description.

*Takedo Navano* Manufacture

Dates of Survey while building  
 During progress of work in shops - 1950: - MAY. 4, 13.  
 1951: - JUNE 19, 23, JULY 16, 18, 21, 23, AUG. 1, 2, 10, 20, 21, 22, 31, SEP. 5, OCT. 18, 31, NOV. 15, 26  
 During erection on board vessel - 1952: - FEB. 22, 25, MAR. 10, 12, 24, 26, 28  
 Total No. of visits.   
 Dates of Examination of principal parts—Casings H.P. 15-11-51 Rotors L.P. 22-8-51 Blading L.P. 26-11-51 Gearing 26-11-51  
 Wheel shaft 18-10-51 Thrust shaft  Intermediate shafts 23-1-52 Tube shaft  Screw shaft 7-1-52  
 Propeller 21-1-52 Stern tube 9-11-51 Engine and boiler seatings 25-2-52 Engine holding down bolts 21-1-52  
 Completion of fitting sea connections 10-3-52 Completion of pumping arrangements 12-3-52 Boilers fixed 29-1-52 Engines tried under steam 26-3-52  
 Main boiler safety valves adjusted 24-3-52 Thickness of adjusting washers   
 Rotor shaft, Material and tensile strength H.P. Ni-Cy-Steel 45.7 ~ 46.1 L.P. 43.1 ~ 44.5 Identification Mark L.P. Y-2947  
 Flexible Pinion Shaft, Material and tensile strength Ni-Cy-Mo Steel H.P. 52.4 ~ 54.4 Identification Mark L.P. Y-1896  
 Pinion shaft, Material and tensile strength Ni-Cy-Mo Steel 1st { H.P. 43.2-44.0 L.P. 44.5-44.9 } 2nd { H.P. 43.2-43.3 L.P. 43.2-43.3 } Identification Mark 1st L.P. Y-1894  
 2nd H.P. Y-1899 A ; Chemical analysis L.P. 0.27 0.26 0.57 0.015 0.007 1.58 0.87 0.28  
 L.P. Y-1899 B ; 0.32 0.24 0.64 0.015 0.008 1.67 0.24 0.22  
 2nd H.P. L.P. 0.32 0.18 0.52 0.027 0.03 1.51 0.85 0.26  
 If Pinion Shafts are made of special steel state date of approval of chemical analyses, physical properties and heat treatment 24 TH. DEC. 1951  
 1st Reduction Wheel Shaft, Material and tensile strength Open Hearth Steel H.P. 32.3 L.P. 32.8 Identification Mark L.P. Y-2944  
 Wheel shaft, Material Open Hearth Steel Identification Mark Y-1892 Thrust shaft, Material  Identification Mark   
 Intermediate shafts, Material O.H. Steel Identification Marks Y-2500 Tube shaft, Material  Identification Marks   
 Screw shaft, Material O.H. STEEL Identification Marks Y-2089 Steam Pipes, Material O.H. STEEL Test pressure 40 kg/cm<sup>2</sup>  
 Date of test MARCH 3, 7, 12, 1952 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.)  
 THIS TURBINE HAS BEEN CONSTRUCTED UNDER THE SUPERVISION OF THE SOCIETY'S SURVEYOR IN ACCORDANCE WITH RULES AND APPROVED PLANS. THE QUALITY OF WORKMANSHIP AND MATERIALS FOUND TO BE SATISFACTORY.  
 THE MACHINERY HAS BEEN SATISFACTORILY INSTALLED IN THE VESSEL IN ACCORDANCE WITH THE RULES, TESTED UNDER WORKING CONDITIONS AND FOUND SATISFACTORY.  
 IT IS SUBMITTED THAT THE MACHINERY OF THIS VESSEL IS ELIGIBLE TO BE CLASSED WITH THIS SOCIETY WITH THE NOTATION OF \* LMC 3,52 "FITTED FOR OIL FUEL 3,52 F.P. OVER 150 AND TSCL 3,52 SUBJECT TO MAIN ENGINE REDUCTION GEARING BEING EXAMINED BEFORE THE END OF SEPTEMBER 1952 AND ALSO SUBJECT TO THE GEARING OF THE TWO (2) GENERATOR TURBINES BEING RENEWED BEFORE THE END OF MAY 1952.

The amount of Entry Fee	£ 700,000.00	When applied for.
Propeller Blades	£ 9,000.00	19
Special air receiver for Emergency Dynamo	£ 7,000.00	
Donkey Boiler Fee	£ :	When received.
Travelling Expenses (if any)	£ 15,000.00	19

*John W. Hodgkin*  
 Engineer Surveyor to Lloyd's Register of Shipping.



Committee's Minute TUES. 11 NOV 1952  
 Assigned + LMC 3,52 Subject

FITTED FOR OIL FUEL 3,52 FLASH POINT ABOVE 150°F FD CL 2 WTB 28516 (Spl. 27916)

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