

Received at London Office

provision is made for first charging the air receivers.....

ing Air Pumps, No..... diameter..... stroke..... driven by.....

ary Engines crank shafts, diameter..... as per Rule..... No.....

as fitted..... Position.....

the auxiliary engines been constructed under special survey..... Is a report sent herewith.....



4<sup>th</sup> 18693

AIR RECEIVERS:—Have they been made under survey Yes State No. of report or certificate Sheffield's 99860  
Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes  
Can the internal surfaces of the receivers be examined and cleaned Yes Is a drain fitted at the lowest part of each receiver Yes  
Injection Air Receivers, No. 1 Cubic capacity of each 1200 L. Internal diameter 496 mm thickness 9.5 mm  
Seamless, welded or riveted longitudinal joint Seamless Material 1 1/2 in Steel Range of tensile strength 62,000 lb Working pressure 30 lb  
Starting Air Receivers, No. 1 Total cubic capacity 1200 L. Internal diameter 496 mm thickness 9.5 mm  
Seamless, welded or riveted longitudinal joint Seamless Material 1 1/2 in Steel Range of tensile strength 62,000 lb Working pressure 30 lb

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 10-3-53 Receivers 10-3-53 Separate fuel tanks 24  
(If not, state date of approval)  
Donkey boilers - General pumping arrangements - Pumping arrangements in machinery space -  
Oil fuel burning arrangements -  
Have Torsional Vibration characteristics been approved Yes Date of approval 10-3-53

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes  
State the principal additional spare gear supplied -

**WERKSPoor N.V.**  
The foregoing is a correct description,  
18693

Manufacturer.

Dates of Survey while building  
During progress of work in shops - 7-11, 10-11, 13-11-1947; 15-10-30 1948; May 16-19-52; June 4-20-52; 28-7-52  
During erection on board vessel - -  
Total No. of visits 12  
Dates of examination of principal parts—Cylinders 7/11/47 Covers 9/11/47 Pistons 10/11/47 Rods 18/11/47 Connecting rods 18/11/47  
Crank shaft 28/7/52 Flywheel shaft 10/11/47 Thrust shaft 10/11/47 Intermediate shafts 10/11/47 Tube shaft 10/11/47  
Screw shaft 10/11/47 Propeller 10/11/47 Stern tube 10/11/47 Engine seatings 10/11/47 Engine holding down bolts 10/11/47  
Completion of fitting sea connections 10/11/47 Completion of pumping arrangements 10/11/47 Engines tried under working conditions 10/11/47  
Crank shaft, material 1 1/2 in Steel Identification mark 17229 KK Flywheel shaft, material 1 1/2 in Steel Identification mark 17229 KK  
Thrust shaft, material 1 1/2 in Steel Identification mark 17229 KK Intermediate shafts, material 1 1/2 in Steel Identification marks 17229 KK  
Tube shaft, material 1 1/2 in Steel Identification mark 17229 KK Screw shaft, material 1 1/2 in Steel Identification mark 17229 KK  
Identification marks on air receivers Nº 906 090 & 906 902 Lloyd's test 60 kg WP 30 kg R.R. 2-6-49  
Welded receivers, state Makers' Name Chesterfield Tube Co Ltd.  
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 -  
Description of fire extinguishing apparatus fitted -  
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 -

General Remarks (State quality of workmanship, opinions as to class, &c.) This Engine has been built and  
Special Survey in accordance with approved plan and  
Society's rules. Material tested as required and workmanship  
found good. The Engine has been tested on makers test bench  
under full load condition and found satisfactory.  
The Engine has been shipped to  
In my opinion the vessel for which this Engine is intended will  
be eligible for the notation of + L.M.C. (with date) when the  
whole machinery has been fitted satisfactory on board and  
tried under full working condition. Copy Certificates of crank shaft  
thrust shaft, Int. shafting, screw shafts and air receivers attached.

The amount of Entry Fee 43 x 10 x 15.00 = 732.00  
Special ...  
Donkey Boiler Fee...  
Travelling Expenses (if any) 9.50  
When applied for 13-9 1952  
When received 19  
Engine Surveyor to Lloyd's Register of Shipping Y. J. J. J.  
Committee's Minute See minute on file made  
Assigned

FRIDAY 17 JUL 1953



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Foundation