

AIR RECEIVERS:—Have they been made under survey yes Are reports or certificates now forwarded attached to copy of this report sent to Hull Office

Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes Is a drain fitted at the lowest part of each receiver yes

Injection Air Receivers, No. two Cubic capacity of each 2 x 500 lts. Internal diameter 450 mm thickness 12 mm
Seamless, lap welded or riveted longitudinal joint lap welded Material S.M. Steel Range of tensile strength 38-44 kg/cm² Working pressure 30 kg/cm²
Starting Air Receivers, No. two Total cubic capacity 2 x 500 lts. Internal diameter 450 mm thickness 12 mm
Seamless, lap welded or riveted longitudinal joint lap welded Material S.M. Steel Range of tensile strength 38-44 kg/cm² Working pressure 30 kg/cm²

IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes

PLANS. Are approved plans forwarded herewith for Shafting 212481 13.2.35. Receivers GO 244 21.7.32. Separate Fuel Tanks yes
(If not, state date of approval)

Donkey Boilers yes General Pumping Arrangements yes Pumping Arrangements in Machinery Space yes

Oil Fuel Burning Arrangements yes **SPARE GEAR.**

Has the spare gear required by the Rules been supplied yes

State the principal additional spare gear supplied none

The foregoing is a correct description, **Humboldt-Deutzmotoren**

Aktiengesellschaft

Manufacturer.

Dates of Survey while building: During progress of work in shops-- 20.2.- 3.5.- 2.6.- 28.6.- 16.7.- 19.7.- 20.7.- 3.8.- 5.8.- 7.8.37
During erection on board vessel-- 20.2.- 3.5.- 2.6.- 28.6.- 16.7.- 19.7.- 20.7.- 3.8.- 5.8.- 7.8.37
Total No. of visits 10

Dates of Examination of principal parts—Cylinders 16.7.37, 20.7.37, 5.8.37. Covers 16.7.37, 5.8.37. Pistons 5.8.37. Rods 5.8.37. Connecting rods 20.2.37, 5.8.37, 2.6.37.

Crank shaft 28.6., 20.7., 5.8.37. Flywheel shaft 28.6., 20.7., 5.8.37. Thrust shaft 3.5.-7.8.37 Intermediate shafts 19.7., 3.8.37 Tube shaft 19.7., 3.8.37

Screw shaft 30.9.37. Propeller 30.9.37. Stern tube 30.9.37. Engine seatings 30.9.37. Engines holding down bolts 30.9.37.

Completion of fitting sea connections 30.9.37. Completion of pumping arrangements 30.9.37. Engines tried under working conditions 3.8.37. on test bed

Crank shaft, Material S.M. Steel Identification Mark LLOYD'S 13190 M.B. Flywheel shaft, Material S.M. Steel Identification Mark LLOYD'S 28.6.37.

Thrust shaft, Material S.M. Steel Identification Mark LLOYD'S 916 L.S. 3.5.37. Intermediate shafts, Material S.M. Steel Identification Marks 2576 H.B., 3.8.37.

Tube shaft, Material S.M. Steel Identification Mark LLOYD'S 30.9.37. Screw shaft, Material S.M. Steel Identification Mark 30.9.37.

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 so, have the requirements of the Rules been complied with yes

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with no

Is this machinery duplicate of a previous case yes If so, state name of vessel Goole Shipbuilding & Rep.Co.Ltd., Yard No. 31. (Düsseldorf Rep. 125)

General Remarks (State quality of workmanship, opinions as to class, &c. This heavy oil engine has been constructed under special survey in accordance with the Society's Rules and Regulations as well as in accordance with the approved plans and instructions thereto.

The material used in the construction is good and the workmanship is satisfactory. The engine has been tested on the Maker's test bed in the presence of the undersigned during 10 hours consecutively running under full load and 10 % overload and was found to be in safe working condition during these trials. After the trials all working parts of the engine have been opened out for inspection and were found in good condition. 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 satisfactorily on board and tried under full working conditions. It has been recommended that safety valves are to be fitted to the cylinder heads.

A copy of this report has been forwarded to Hull.

The amount of Entry Fee .. \$ Rbk. : 40.- When applied for, 12.8.1937 of account
Special \$ Rbk. : 355.- no. 10466.

Donkey Boiler Fee £ : : When received, 16.9.1937

Travelling Expenses (if any) £ Rbk. : 60.-

Committee's Minute 45 of the fees credited to Hull office
FRI. 18 FEB 1938

Assigned See Note 95933

H. Briggemann
Engineer Surveyor to Lloyd's Register of Shipping.



Certificate (if required) to be sent to Committee's Minute.

The Surveyors are requested not to write on or below the space for Committee's Minute.