

BOILERS, &c.—(Letter for record.....) Total Heating Surface of Boilers.....

Is Forced Draft fitted..... No. and Description of Boilers..... Working Pressure.....

Is a Report on Main Boilers now forwarded?

Is { a Donkey } Boiler fitted?..... 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..... Main Boilers..... Auxiliary Boilers..... Donkey Boilers.....
 (If not, state date of approval)

Superheaters..... General Pumping Arrangements..... Oil Fuel Burning Arrangements.....

SPARE GEAR.

Has the spare gear required by the Rules been supplied..... *Yes.*

State the principal additional spare gear supplied. *Amature. Generator Bearings. Carbon brushes & holders. Field Coils. Int. pole Coils. Turbine Bearings. Thrust Pins. Throttle Valve Bar & Spindle. Lubricating Pumps. Governor Moving Parts. Emergency Valve Bar & Spindle. Oil Catcher. Set of Journals and One Union Shaft as depot spare for four sister ships.*

For PETER BROTHERHOOD LTD.

The foregoing is a correct description,

Dates of Survey while building { During progress of work in shops - - - (G) 16/1/51. 19/1/51. 24/7/51. 27/7/51. 7/2/52 (H) 16/1/51. 19/1/51. 15/6/51. 19/6/51. 7/2/52
 { During erection on board vessel - - -
 Total No. of visits. *10 in ships.*

Dates of Examination of principal parts—Casings *16/1/51 19/1/51 27/7/51 19/6/51* Rotors *27/7/51 19/6/51* Blading *19/6/51 27/7/51* Gearing *19/6/51 27/7/51*
 Wheel shaft *19/6/51 27/7/51* Thrust shaft..... Intermediate shafts..... Tube shaft..... Screw shaft.....

Propeller..... Stern tube..... Engine and boiler seatings..... Engine holding down bolts.....

Completion of fitting sea connections..... Completion of pumping arrangements..... Boilers fixed..... Engines tried under steam.....

Main boiler safety valves adjusted..... Thickness of adjusting washers.....

Rotor shaft, Material and tensile strength *Yorpea steel 50.2 & 52.0 tons ultimate* Identification Mark *S. 5171 WH 30*

Flexible Pinion Shaft, Material and tensile strength..... Identification Mark.....

Pinion shaft, Material and tensile strength *Yorpea steel 48.8 tons & 48.0 tons* Identification Mark *EB 1607 19/5/51*

1st Reduction Wheel Shaft, Material and tensile strength *Yorpea steel 35.6 tons* Identification Mark *EB 1585 16/6/51*

Wheel shaft, Material..... Identification Mark..... Thrust shaft, Material..... Identification Mark.....

Intermediate shafts, Material..... Identification Marks..... Tube shaft, Material..... Identification Marks.....

Screw shaft, Material..... Identification Marks..... Steam Pipes, Material..... Test pressure.....

Date of test *G. 24/7/51. H. 19/6/51.* Is an installation fitted for burning oil fuel.....

Is the flash point of the oil to be used over 150°F..... Have the requirements of the Rules for the use of oil as fuel been complied with.....

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 a duplicate of a previous case..... *Yes.* If so, state name of vessel *Cammell Carrier N° 1203.*

General Remarks. (State quality of workmanship, opinions as to class, &c.) *These two Turbo Generating Engines have been built in accordance with approved plans, and the requirements of the rules. Steel used in the machinery has been made at works approved by the Committee and under the supervision of the Society's Surveyors. Workmanship is satisfactory, and the engines are in my opinion suitable to be fitted in a ship classed by this Society. Satisfactory full power running tests and governor trials were witnessed at the makers works with each turbine coupled to its respective dynamo, but only approx 20% overload was possible on the works condensing plant, and it is recommended that overload tests be carried out when on board, and paralleling trials carried out. Turbine N° 13288 G is coupled to Sundstrand type dynamo N° 41895 stamped Rayn-Tex 3DB. 17/5/51. Turbine N° 13288 H is coupled to Sundstrand type dynamo N° 41896 stamped Rayn-Tex 3DB. 17/5/51.*

The amount of Entry Fee ... £ : : When applied for.
 Special ... £ 22 : 8 : *24/8/51*
 Donkey Boiler Fee ... £ : : When received.
 Travelling Expenses (if any) £ 5 : 5 : 19

Engineer Surveyor to Lloyd's Register of Shipping.

These generator sets have been installed in the vessel, and tried under working conditions with satisfactory results.

G. Potts

19/6/51

Committee's Minute

Assigned



Lloyd's Register of Shipping
 Foundation