





IS A DONKEY BOILER FITTED? *Yes.*

If so, is a report now forwarded? *Yes. Glasgow Rps.*

PLANS. Are approved plans forwarded herewith for Shafing *Yes.*

Receivers *Yes.*

Separate Tanks *Yes.*

Donkey Boiler *Yes.*

General Pumping Arrangements *Yes.*

Oil Fuel Burning Arrangements *Yes.*

SPARE GEAR

*Please see accompanying list.*

The foregoing is a correct description,

BURMEISTER & WAIN

MASKIN, OR SKIRBY, LONDON

Manufacturer.

Dates of Survey while building  
During progress of work in shops - *1/2.30.22.25.9.13.21.27.4.9.17.16.22.24.25.26.4.9.13.12.13.15.17.22.23.24.25.26.30.31.7.12.14.16.19.*  
During erection on board vessel - *15/4.23/4.27/5.10/6.25/6.6/7.20/7.24/7.30/7.31/7.26.*  
Total No. of visits *60.*

Dates of Examination of principal parts—Cylinders *and* Covers *16/4.19/4* Pistons *14/4* Rods *1/3.1/3.1/3* Connecting rods *14/2.13/2*  
Crank shaft *3/2.21/4.7/4.13/1* Flywheel shaft *27/1.9/2.29/4* Thrust shaft *27/1.9/2.29/4* Intermediate shafts *27/1.4/2.19/2.29/4* Tube shaft *10/6*  
Screw shaft *4/2.19/2.29/4* Propeller *27/5* Stern tube *26/2.27/5* Engine seatings *15/4* Engines holding down bolts *10/6*  
Completion of fitting sea connections *15/4* Completion of pumping arrangements *25/6* Engines tried under working conditions *24/7.30/7.31/7*  
Crank shaft, Material *S.M. steel* Identification Mark *Q 7.4.26* Flywheel shaft, Material *S.M. steel* Identification Mark *Q 27.4.26*  
Thrust shaft, Material *S.M. steel* Identification Mark *Q 27.4.26* Intermediate shafts, Material *S.M. steel* Identification Marks *Q 27.4.26*  
Tube shaft, Material *S.M. steel* Identification Mark *Q 27.4.26* Screw shaft, Material *S.M. steel* Identification Mark *Q 27.4.26*

Is the flash point of the oil to be used over 150° F. *Yes.*

Is this machinery duplicate of a previous case *No.* If so, state name of vessel *Yes.*

General Remarks (State quality of workmanship, opinions as to class, &c.) *This machinery has been built and fitted under Special Survey and in accordance with the Society's Rules and the requirements contained in the Surveyor's letters 3 dated 9/13.14/12.21/12.25.6/3.26. The material used in the construction has been tested and examined as required by the Rules, either by or as per certificates produced, and the workmanship is good.*

*The main & auxiliary engines have been tested under full power working conditions and were found to work satisfactorily, and on the trial trip the manoeuvring of the main engine was tested and found good.*

*Recommend the vessel's machinery to have notation of LMC-7-26, OIL EN G.C.*

The amount of Entry Fee ... *£4. 91.50* When applied for, 19...  
Special ... *£1881.47* When received, 19...  
Donkey Boiler Fee ... *£50.00*  
Travelling Expenses (if any) *£582.75*

Committee's Minute

FRI. 27 AUG 1926

Assigned

*+ L.M.C. 7:26 Oil Engines*

*A. J. Deane, Skidiffie*  
Engineer Surveyor to Lloyd's Register of Shipping



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Lloyd's Register Foundation



one rotary ballast pump, 150 ts capacity.

u bilge and sanitary pump, consisting of 2 trunk  
pistons, one for each purpose and of a capacity of  
resp. 20 and 15 to p. hour.

20 centrifugal cooling water pumps, each of 120 to capacity.

10 cog wheel lubricating oil pumps, each of 40 to capacity.

one dry wheat oil fuel pump, 300 capacity, for transferring fuel oil from the DD tanks to the settling tanks.

in deep tank pump, consisting of 2 double acting horizon-  
tal cylinders, 230 mm stroke x 230 mm dia, 120 to capacity.

Vertical centrifugal cooling water pump, 5.4 ts capacity.

fixed in the motor room to assist the cooling water pump  
of the oil engine for the spar light dynamo on main  
deck in lifting the cooling water to this height.

One centrifugal lubricating oil purifier.

One oil filler with electric heating system for fuel oil.

The "Zurka" feet pump, 9.0 x 6.0 x 9.0 mm duplex, for the donkey brids.

The vertical, single cylinder, 4 stroke, single acting Semi Diesel oil engine, working a 10 kw. s.p. light generator (110v. x 91 A. x 450 R/M.) and a small auxiliary 2 stage air compressor. This aggregate is placed on the main deck, in the engine casing.

Three 2-cylinder, 4 stroke, single acting Diesel oil engines, each working a 66 kw. dynamo ( $220 \text{ V.} \times 300 \text{ A.} \times 400 \text{ R/M}$ ), the latter giving current for the following purposes:

off 15 HP shunt wound Electromotor for the ballast pump

" 9 " " - " " . bils & sanitary primp.

- 24 " " " " cooling water & lubr. oil pumps.

9. " " " oil fuel transfer pump.

" / 2 " . . . . . " tief Bank prim. p.

assisting cooling water pump.

$\frac{1}{4}$ . " . lib. et p<sup>r</sup>sper.

9 comp.  $\text{CO}_2$  compresso 40 H. ref. per. 1000.

8. serie . . . . . Running gear for main engine

4. shirt. workshop.

22. size . . . . . 0.6-5 to large & hunting winds apt.

" 15 " " " 1.2-3 to cargo winches on deck.

1-2 to - " - " - " - " -

" 42 " comp. " " " windlass.

23. skint. motor-generator for the electric

Shoring gear  $(220 \text{ V.} \times 9) \text{ a.} - 168 \text{ V.} \times 62 \text{ ft.} \times \frac{1240 \text{ R./M.}}$

- 18.5" - " " " " motor-generator for electric lights.

The foregoing is a correct description.

*Symplez.*

012483-012492-0029<sup>2</sup>/<sub>2</sub>

*C. Whitte*  
SURVEYOR TO LLOYD'S  
REGISTER OF SHIPPING