



**AIR RECEIVERS:**—Have they been made under survey Yes State No. of report or certificate Ad Cert no 255  
 State full details of safety devices Safety valves  
 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. ✓ Cubic capacity of each ✓ Internal diameter ✓ thickness ✓  
 Seamless, welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure ✓  
 Starting Air Receivers, No. Two Total cubic capacity 4 cubic meters Internal diameter 8 7/8 mm thickness 12 mm  
 Seamless, welded or riveted longitudinal joint welded Material S.M. Steel Range of tensile strength 42 kg/cm<sup>2</sup> Working pressure 17.5 kg/cm<sup>2</sup>

**IS A DONKEY BOILER FITTED** No 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 Yes Receivers Yes Separate fuel tanks Yes  
 (If not, state date of approval)  
Reduction gearing Yes General pumping arrangements Yes Pumping arrangements in machinery space Yes  
 Oil fuel burning arrangements ✓  
 Have Torsional Vibration characteristics been approved Yes Date and particulars of approval 21 Oct. 1955  
**SPARE GEAR.** for 500 RPM engine  
 150 " Prop  
 BSR not below 210 RPM  
 also appd for 516 or 600 RPM

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building  
 During progress of work in shops - - 4 visits. See Cleveland's Surveyor's Report no 1787 dated 14-9-55  
 During erection on board vessel - - 18 visits (1955 13 Jan. - 15 March - 30 May - 20 June - 23 July - 15 Sept - 10 & 26 Oct. 1956 13 Jan. - 24 Feb. - 5, 8 & 9 - 10 - 14 March.)  
 Total No. of visits 22 visits

Dates of examination of principal parts  
 Crank shaft 10-3-56 Flywheel shaft ✓ Thrust shaft 10-3-56 Intermediate shafts 20-6-55 Tube shaft ✓  
 Screw shaft 20-6-55 Propeller 23-7-55 Stern tube 23-7-55 Engine seatings 15-11-55 Engine holding down bolts 27-2-56  
 Completion of fitting sea connections 23-7-55 Completion of pumping arrangements 24-2-56 Engines tried under working conditions 5-3-56 and 8 & 9-3-56

Crank shaft, material O.H. Steel Identification mark HOYS 5128 Flywheel shaft, material ✓ Identification mark HOYS 5128  
 Thrust shaft, material ✓ Identification mark ✓ Intermediate shafts, material O.H. Steel Identification marks HOYS 5128  
 Tube shaft, material ✓ Identification mark ✓ Screw shaft, material O.H. Steel Identification mark HOYS 5128

Identification marks on air receivers FCM 82 T A/B WP 17.5 KGS CM2  
HOYS TBST 29.750 KGS CM2 31-1-56 HST PF  
999 & 1000

Welded receivers, state Makers' Name Forges et Chantiers de la Mediterranee  
 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 Yes  
 Full description of fire extinguishing apparatus fitted in machinery spaces 2 hydrocarbons hoses, 4 portable (1 gal) and 1 on wheel (10 gal) also CO<sub>2</sub> installation provided with alarm device in engine room  
 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 ✓  
 What is the special notation desired Strengthened for Navigation in Ice  
 If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with Yes  
 Is this machinery duplicate of a previous case No If so, state name of vessel ✓

**General Remarks** (State quality of workmanship, opinions as to class, Speed restrictions, &c.) The main propulsion diesel engine and the reduction gearing have been built under survey and approved plans (see Cleveland Surveyor's Rpt and Valenciennes Surv. Rpt. and Cert no 1787 & 465 respectively) forwarded herewith. The machinery has been installed under survey in accordance with the applicable requirements of the Rules, the approved plans and the Secretary's letters. The materials and the workmanship are good. The machinery was examined under working conditions during trials and under full service conditions during trials at sea with satisfactory results and in my opinion is eligible for classification with the notation of LMC N 3/56 and OG 3/56 subject to the emergency air compressors required to provide the initial charge of starting air being installed under survey during the next three months.

The amount of Entry Fee ... £ 131.200  
 Special Survey Fee ... £ 128.200 When applied for 20 March 56  
 Donkey Boiler Fee ... £ 5.000 When received ✓  
 Travelling Expenses (if any) £ 38.000

Engineer Surveyor to Lloyd's Register of Shipping  
 LLOYD'S REGISTER OF SHIPPING  
 LLOYD'S REGISTER FOUNDATION

Committee's Minute FRIDAY 18 MAY 1956  
 Assigned LMC 3. 56 - Subject.  
OG. (Tors. Endt.)

Certificate (if required) to be sent to...