

AIR RECEIVERS:—Have they been made under survey Yes see Genes Cert. State No. of Report or Certificate 5/3 (cert. retained duplicate) pt. 4b.

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. — Cubic capacity of each — Internal diameter — thickness —
 Seamless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure —
by Rules Actual

Starting Air Receivers, No. — Total cubic capacity — Internal diameter — thickness —
 Seamless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure —
by Rules Actual

IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes Glasgow Rpt. No. 1
 Is the donkey boiler intended to be used for domestic purposes only No.

PLANS. Are approved plans forwarded herewith for Shafting — Receivers — Separate Fuel Tanks —
(If not, state date of approval)
 Donkey Boilers No General Pumping Arrangements — Pumping Arrangements in Machinery Space —
 Oil Fuel Burning Arrangements —

SPARE GEAR. As per Rule requirements.

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

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
 During progress of work in shops-- (1947) Dec. 18, (1948) Jan. 5, 22, 26, 30, Feb. 9, 10, 11, 12, Mar. 1, 15, Apr. 5, 9, 12, 15, 16, 22, 26, May 21, 25, 26, 27, 28, Jun. 26.
 During erection on board vessel--
 Total No. of visits 26.

Dates of Examination of principal parts—Cylinders — Covers — Pistons — Rods — Connecting rods —
 Crank shaft — Flywheel shaft — Thrust shaft — Intermediate shafts 5.4.48. Tube shaft —
 Screw shaft 1.3.48. Propeller 1.3.48. Stern tube 27.2.48. Engine seatings 18.12.47 Engines holding down bolts 22.4.48.
 Completion of fitting sea connections 28.1.48. Completion of pumping arrangements 28.5.48. Engines tried under working conditions 21.5.48.
 Crank shaft, Material — Identification Mark — Flywheel shaft, Material — Identification Mark —
 Thrust shaft, Material — Identification Mark — Intermediate shafts, Material Steel Identification Marks 909-13
 Tube shaft, Material — Identification Mark — Screw shaft, Material Steel Identification Mark 364 T.0
 Identification Marks on Air Receivers —

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 No 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 No
 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, &c.)
These engines and boilers have been fitted on board this vessel in accordance with the approved plans and Rule Requirements and on completion the machinery was tried out under working conditions and found satisfactory and in our opinion is eligible for the record of LMC. 6.48 and notation of T.S. (C.L) 6.48. Fitted for burning oil fuel 6.48 (S.P. 150° F)

The amount of Entry Fee	£	:	:	When applied for,
1/3 rd Special	£	4	5	12-7-1948
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

Committee's Minute —
 Assigned + LMC 6.48 Oil Eng. O.G. DB 10516.

L. J. Stewart & *E. Howey*
 Engineer Surveyors to Lloyd's Register of Shipping.



Certificate (if required) to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)