

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?

SPARE GEAR. State the articles supplied: - See other sheet.

The foregoing is a correct description,
For HARLAND & WOLFF Ltd

George Cummins

Manufacturer.

Dates of Survey while building { During progress of work in shops - - 1912 - Oct 27 1913 - Apr 17-22, 24, 28. June 3, 10, 17, 23.
During erection on board vessel - - - and up till 1st Aug 1915
Total No. of visits 124

Is the approved plan of main boiler forwarded herewith Yes
" " " donkey " " "

Dates of Examination of principal parts - Cylinders 3 Slides 9-13 Covers Pistons to Rods
Connecting rods 1-6-14 Crank shaft 24 Thrust shaft 18 Tunnel shafts to Screw shaft 5-7-14 Propeller 5-6-1
Stern tube 11-6-14 Steam pipes tested 4-11-13 Engine and boiler seatings 10-8-14 Engines holding down bolts 13-8-14
Completion of pumping arrangements 9-7-15 Boilers fixed 13-8-14 Engines tried under steam 31-7-15
Main boiler safety valves adjusted 31-7-15 Thickness of adjusting washers 10-15
Material of Crank shaft, Steel Identification Mark on Do. LLOYDS Material of Thrust shaft Do Identification Mark on Do. Do
Material of Tunnel shafts Do Identification Marks on Do. Do Material of Screw shafts Do Identification Marks on Do. Do
Material of Steam Pipes Steel + Iron Test pressure 65 lbs sq

Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. -
Have the requirements of Section 49 of the Rules been complied with

Is this machinery duplicate of a previous case Yes If so, state name of vessel. T.B. Arduna

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under Special Survey, and in accordance with the Rules, with the exception that the Emergency Bilge pump is not connected to the Emergency Electric Switch board at after end of vessel, addition to its connection to the Main Electric Installation in the main engine room. As the Diesel oil engine which drives the Emergency Dynamo is situated in an exposed position, the Admiralty decided not to use it, for tactical reasons.

On trial in Belfast Lough, the machinery worked satisfactorily and in event of this vessel being returned to the Merchant Service I am of opinion it will be eligible for record + L.M.C. 8-15 provided the Emergency Bilge pump motor is connected to the Emergency Electric Switch board, or hand pumps be fitted in the holds. It is recommended, in the meantime, that the certificate issued, subject to this endorsement.

The amount of Entry Fee ... £ 3 : - :
Special ... £ 86 : 1-6 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 13-7-1915
When received, 16/3/1915

R. J. Beveridge
Engineer Surveyor to Lloyd's Register of British & Foreign Shipping

Committee's Minute

Assigned L.M.C. 8-15

Certificate (if required) to be sent to Lloyd's Office

The Surveys are registered and to appear on or below the space for Committee's Minute.

2 Mar
1 Aug
1 Em
2 M
1 h
2 Mar
1 Sp
1 Gene
1 h
1 Bo
2 Em
2 Be

I was
This vessel
is fitted
in an amp
area of
It is su
record

50 c
1 set
-
Bae
Do
Lun
2 se
24
57
57
Esc
Hlf



MACHINERY CERTIFICATE
3177