

BOILERS, &c.—(Letter for record (5)) Total Heating Surface of Boilers 16452 sq ft.
 Is Forced Draft fitted yes No. and Description of Boilers 2 S.E. + 2 D.E. Multitubular fitted with superheater Working Pressure 213 lbs
 Is a Report on Main Boilers now forwarded? yes
 Is a Donkey Boiler fitted? No 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 yes Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)
 Superheaters ✓ General Pumping Arrangements yes Oil Fuel Burning Arrangements ✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied } This appeared to be plentiful.
 State the principal additional spare gear supplied

The foregoing is a correct description, ✓ Manufacturer.

Dates of Survey 1942 Oct 23-27-29 Nov. 3-6-10-13-17-19-25-30
 { During progress of work in shops -- }
 { During erection on board vessel --- }
 Total No. of visits

Dates of Examination of principal parts—Casings _____ Rotors _____ Blading _____ Gearing _____
 Wheel shaft _____ 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 30-11-42 Thickness of adjusting washers Port S.E. P.V. 1 7/16" S.V. 1 3/8" Star S.E. P.V. 3/4" S.V. 1" Super 3/8"
Port D.E. F.V.P. 1 1/16" F.V.S. 1 1/16" Super 3/16" Star D.E. F.V.P. 7/8" F.V.S. 1" Super 7/16"
AV.P. 1 1/16" AV.S. 1 3/16" Identification Mark
 Rotor shaft, Material and tensile strength _____ Identification Mark _____
 Flexible Pinion Shaft, Material and tensile strength _____ Identification Mark _____
 Pinion shaft, Material and tensile strength _____ Identification Mark _____
 1st Reduction Wheel Shaft, Material and tensile strength _____ Identification Mark _____
 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 _____ 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 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 ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)
The Main Machinery consists of 4 Turbines 1-H.P. + 1st M.P. on the port side, counting from aft, + 2nd M.P. + L.P. on the starboard side, counting from fore, driving through single-reduction gearing the main line shafting + propeller. Aster turbines are incorporated in the H.P. + L.P. casings only. Nothing was opened up for survey at this time, but the Chief Engineer stated that no trouble had been experienced in the turbines or gearing.
For recommendations for class see Rpt 9 - Dundee Report No 9342

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

The amount of Entry Fee ... £	:	:	When applied for,
Special <u>35-</u>	:	:	19
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	:	19

John Houston
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 8 DEC 1942
 Assigned See J.C. Dun. 9339 (Knee)

