

IS A DONKEY BOILER FITTED?

Is the donkey boiler intended to be used for domestic purposes only

Yes

If so, is a report now forwarded?

Yes

PLANS. Are approved plans forwarded herewith for Shafting
(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Yes

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

2 Transverse bolts & nuts, 1 upper & lower piston rod complete, 1 piston complete.
1 crank shaft spool piece, 3 spindles for fuel oil distribution block & filter, 2
fuel oil filters, 1 non return starting valve complete, 1 relief valve complete, 4 valves for
scavenging pump, 1 scavenging pump crosshead & shoe & connecting rod bearing,
2 bolts & nuts for scavenging pump conn rod, 2 sprockets & chain for lubricator
drive.

The foregoing is a correct description.

SUNSHIPBUILDING & DRY DOCK CO.

Manufacturer.

Dates
of Survey
while
building

During progress of
work in shops --
During erection on
board vessel --
Total No. of visits

Jan 19, Feb 18, March 19, April 2, 3, 13, 27, May 3, 8, 13, 18, 22, 24, 25, June 2, 10, 23, 24, 25, 26, 28, 30.
May 10, 14, 17, 20, June 5, 8, 23, July 7, 9, 12, 20, 22, 23, 26
36.

Dates of Examination of principal parts—

Cylinders May 28, Covers May 28, Pistons May 25, Rods June 2, Connecting rods June 2

Crank shaft May 3, Flywheel shaft

Thrust shaft June 25, Intermediate shafts May 18, Tube shaft

Screw shaft May 21, Propeller May 18, Stern tube May 8, Engine seatings May 20, Engines holding down bolts June 23, July 23

Completion of fitting sea connections June 1, Completion of pumping arrangements July 23, Engines tried under working conditions

Crank shaft, Material Steel, Identification Mark L.R. W.H.R., Flywheel shaft, Material

Identification Mark

Thrust shaft, Material Steel, Identification Mark 3302. W.H.R., Intermediate shafts, Material Steel, Identification Marks 3311 W.H.R., Reg 3323, Spare 3349 W.H.R.

Tube shaft, Material, Identification Mark

Screw shaft, Material Steel, Identification Mark

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

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 duplicate of a previous case No If so, state name of vessel

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

The above machinery has been constructed in
special survey, and in accordance with the approved plans, the workmanship & materials are
good, the machinery has been satisfactorily installed on board the vessel, tried out
under working conditions & found satisfactory. In my opinion this installation is
eligible to receive the record of + LMC 7-37. Please see attached sheet for forging
reports.

The bedplate & entablatures of the main engines are fusion welded, and in accordance
with the approved plans. All welded parts entering into the construction of this
engine have been stress relieved, electrode used "Minox". After the trial trip
bedplate & entablatures were thoroughly cleaned, and all welded parts carefully
examined. No sign of defect or weakness was discovered.
Please note approved plans will be forwarded on completion of Hull 165.

The amount of Entry Fee .. \$ 30.00
Special .. \$ 50.00
Installation .. \$ 1.30.00
Donkey Boiler Fee .. \$ 67.50
Travelling Expenses (if any) .. \$ 17.50
Comm. Fee's Minute .. \$ 50.00

When applied for,

12th August 1937

When received,

22/10/37

NEW YORK AUG 25 1937

W. W. Cunham

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

Assigned + LMC 7-37 Oil Engine

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