

AIR RECEIVERS:—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* ✓

High Pressure Air Receivers, No. *None* Cubic capacity of each *✓* Internal diameter *✓* thickness *✓*
 Seamless, lap welded or riveted longitudinal joint *✓* Material *✓* Range of tensile strength *✓* Working pressure by Rules *✓*
See eng. starting air rec. No. 1
Starting Air Receivers, No. *2* Total cubic capacity *180 litres* Internal diameter *370 mm* thickness *2.25 mm*
 Seamless, lap welded or riveted longitudinal joint *Riveted* Material *S.M. steel* Range of tensile strength *As per Rule* Working pressure *Actual*

IS A DONKEY BOILER FITTED? *Yes, two donkey boilers* If so, is a report now forwarded? *Yes* ✓
 Is the donkey boiler intended to be used for domestic purposes only *No*

PLANS. Are approved plans forwarded herewith for Shafting *No* *3/5/34* *5/10/34* Receivers *No* *20/5/34* *25/9/34* Separate Tanks *No* *2/11/34*
 (If not, state date of approval)
 Donkey Boilers *No* *29/5/34* General Pumping Arrangements *No* *2/11/34* Oil Fuel Burning Arrangements *✓*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes* ✓

State the principal additional spare gear supplied *For the Main engine: 1 exhaust top piston valve with ring, 1 exhaust bottom piston valve with ring, parts of the piston valve gear, 4 halves of crosshead brasses, 2 halves of crank pin brasses, 2 halves of main bearing brasses, 1 propeller shaft for the auxiliary engine: 1 bush for the gudgeon pin, 2 halves of crank pin brasses, 2 halves of main bearing brasses, 2 halves of compressed crank pin brasses, spare parts for the cam shaft drive.*

The foregoing is a correct description,

Eriksbergs Mek. Verkstads AB, Göteborg

Manufacturer.

Dates of Survey while building
 During progress of work in shops - - 1934: Aug 28, Sept 19, Oct 25, Nov 2, 6, 7, 13, 15, 17, 26, 28, 30, Dec 5, 8, 12, 14, 15, 17, 19, 20, 29
 1935: Jan 2, 9, 11, 15, 16, 17, 21, 25, 25, 28, 30, 31, Feb 2, 8, 11, 11, 13, 14, 16, 21, 26, March 7, 16, 22, April 5, 15
 During erection on board vessel - - 1935: Feb 26, March 15, 23, 28, April 5, 9, 16, 23, May 2, 8, 9
 Total No. of visits *58*

Dates of Examination of principal parts—Cylinders *8/12/34* Covers *14/12/34* Pistons *19/1/34* *8/12/34* Rods *28/11/34* Connecting rods *2/9/34*
 Crank shaft *28/8/34* *8/11/34* Flywheel shaft *✓* Thrust shaft *17/1/35* Intermediate shafts *17/1/35* Tube shaft *✓*
 Screw shaft *17/1/35* Propeller *16, 23, 4/35* Stern tube *31/1/35* Engine seatings *26/2/35* Engines holding down bolts *15/3/35*
 Completion of fitting sea connections *23/4/35* Completion of pumping arrangements *8/5/35* Engines tried under working conditions *9/5/35*
 Crank shaft, Material *S.M. steel* Identification Mark *J.S.M. 900 x 901* Flywheel shaft, Material *✓* Identification Mark *LLOYDS*
 Thrust shaft, Material *S.M. steel* Identification Mark *N. 10757* Intermediate shafts, Material *S.M. steel* Identification Marks *LLOYDS*
 Tube shaft, Material *✓* Identification Mark *SA. 17.1.35* Screw shaft, Material *S.M. steel* Identification Mark *LLOYDS*

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 main & auxiliary engines of this vessel have been built under Special Survey and all the requirements of the Rules have been complied with. The shafting as per forging reports attached. Material of starting air receivers and donkey boilers as per test sheets attached. The workmanship is good and the materials fulfil the requirements of the Rules. The dimensions are as specified in accordance with the Rules & approved plans. The auxiliary machinery consists of two 2 cylinder, 2 stroke cycle, single acting Diesel oil engines of cylinder diameter and stroke 370 mm manufactured by Eriksbergs M.F. AB of this port each working a dynamo of 82 kw. The main & auxiliary engines have been tested under working conditions on a trial trip and found to work satisfactorily.*

The machinery of this vessel is eligible in my opinion to be classed in the Register of this Society with notation of +L40 5.35. [Working pressure of Donkey boiler 14.2 kg/cm²]

The amount of Entry Fee .. £ 109:20: When applied for,
 Special £ 195:9:86: 17th May 1935
 Starting air receiver
 Donkey Boiler Fee £ 159:88: When received,
 Travelling Expenses (if any) £ : : 7:6: 35th 7/6

C. S. Brander
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 4 JUN 1935
 Assigned *+ Lamb 5-35 Cf. Oil Eng.*
2 D.B. - 14 2 1/2

