

1937
 July 29, Aug. 13, 16, Sep. 3, 6, 14, 22, 28, 30, Oct. 1, 6, 8, 11, 13, 15, 18, 25, Nov. 2, 4, 11, 26.
 1938
 Dec. 2, 10, 17, 22, 24, 31, Jan. 4, 13, 14, 18, 20, 25, 27, 28, Feb. 1, 15, 16, 23, 28, Mar. 2, 7, 8, 11.
 17, 18, 21, 29, 31, Apr. 4, 7, 11, 13, 20, 21, 27, 29.
 Total No. of visits **59.**

Dates of Examination of principal parts—Cylinders **28-1-38 & 1-2-38** Slides **17-3-38** Covers **28-1-38 & 1-2-38**
 Pistons **8-3-38.** Piston Rods **28-2-38** Connecting rods **28-2-38**
 Crank shaft **16-2-38.** Thrust shaft **25-2-38** Intermediate shafts ✓
 Tube shaft ✓ Screw shaft ✓ Propeller ✓
 Stern tube ✓ Engine and boiler seatings ✓ Engines holding down bolts ✓
 Completion of fitting sea connections ✓
 Completion of pumping arrangements ✓ Boilers fixed ✓ Engines tried under steam ✓
 Main boiler safety valves adjusted ✓ Thickness of adjusting washers ✓
 Crank shaft material **Steel** Identification Mark **2726** Thrust shaft material **Steel** Identification Mark **3450.**
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material ✓ Identification Mark ✓ Steam Pipes, material ✓ Test pressure ✓ Date of Test ✓
 Is an installation fitted for burning oil fuel **Yes.** 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 duplicate of a previous case **No.** If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. *This Engine has been constructed under Special Survey in accordance with the Rules & approved plans. The materials & workmanship are good. The Engine was satisfactorily tested under steam in the shop and afterwards sent to Sunderland to be installed on board with its LP Turbine and S/R Gearing.*

$$N.H.P. = \frac{P+590}{1500} \left(\frac{SHP}{6} + \frac{H_{main}}{12} + \frac{H_{aux}}{15} \right) = \frac{240+590}{1500} \left(\frac{1530}{6} + \frac{3802}{12} + \frac{1322}{15} \right) = 365. \checkmark$$

Allocation of Fees

Newcastle of 1st Entry £5-0-0
 Reciprocating Eng. £13-6-0
 LP Turbine £11-19-0
£25-5-0
 London of S/R Gearing £9-0-0 15/- Seps.
 Glasgow of main & aux Boilers £29-11-0
 Sunderland of installing £15-19-0. ✓
 Total Fee £79-15-0. Special Survey. ✓

The amount of Entry Fee ... (£ 5 : - :)
 Special ... (£ 79 : 15 :)
 Donkey Boiler Fee ... (£ : : :)
 Travelling Expenses (if any) (£ : 15 :)
 When applied for **3 MAY 1938**
 When received, **1st Instalmt. 19.38. New.**

L. Prescott.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI 22 JUL 1938**

Assigned **Sue Sea 32430**



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