



AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Can the internal surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver

High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual

Starting Air Receivers, No. Total cubic capacity Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

PLANS. Are approved plans forwarded herewith for Shafting 8-5-39 Receivers Separate Fuel Tanks 12-7-39

Donkey Boilers General Pumping Arrangements 6-5-39 Pumping Arrangements in Machinery Space 27-6-39

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied as per Glasgow Report No 61494

FOR THE ROWHEDGE IRONWORKS CO LTD

The foregoing is a correct description.

M. J. Curran

Manufacturer.

MANAGING DIRECTOR

Table with columns: Dates of Survey while building, During progress of work in shops, During erection on board vessel, Total No. of visits. Includes dates like 13-9-39, 18-10-39, 15-11-39, etc.

Table with columns: Dates of Examination of principal parts, Crank shaft, Flywheel shaft, Thrust shaft, Intermediate shafts, Tube shaft, Screw shaft, Propeller, Stern tube, Engine seatings, Engines holding down bolts, Completion of fitting sea connections, Completion of pumping arrangements, Engines tried under working conditions, Crank shaft, Material, Identification Mark, Flywheel shaft, Material, Identification Mark, Thrust shaft, Material, Identification Mark, Intermediate shafts, Material, Identification Marks, Tube shaft, Material, Identification Mark, Screw shaft, Material, Identification Mark.

Is the flash point of the oil to be used over 150° F. Have the requirements of the Rules for oil fuel pipes and tank fittings 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. If so, state name of vessel.

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery, (Glasgow Report No 61494 and Manchester Report No 9750 and 9751) of this vessel has been installed in accordance with the approved plans and Rule requirements. The materials & workmanship are sound and of good description. The machinery has been examined under working conditions and is eligible in my opinion to be classed and to have notation + L.M.C. 2-40 O.S. 2-40, subject to an efficient additional bilge pump being fitted to the Engine Room bilge direct suction.

Table with columns: The amount of Entry Fee, Special, Donkey Boiler Fee, Travelling Expenses (if any). Includes amounts like £ 2 : 17 and dates like 18 MAR 1940.

J. J. Sell

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned + L.M.C. 2-40 Subject Oil Bilge O.G.



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