





AIR RECEIVERS:—Have they been made under survey

State No. of Report or Certificate *Shifford 11/11/34 421/9/34*

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

*Yps.* *Safety valve on air line.*

Can the internal surfaces of the receivers be examined and cleaned

*Yps.*

Is a drain fitted at the lowest part of each receiver *Yps.*

Injection 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. *5*

Total cubic capacity *403.5 ft<sup>3</sup> = 14.25 = 160*

Internal diameter *10 1/2*

thickness *1/8*

by Rules *✓*

Actual *✓*

Seamless, lap welded or riveted longitudinal joint *Seamless*

Material *S*

Range of tensile strength *28-37 Tons*

Working pressure *by Rules 480 ✓*

Actual *350*

IS A DONKEY BOILER FITTED? *Yps*

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 *11.11.35*

(If not, state date of approval)

Receivers *8-10-34 21-3-38*

Separate Fuel Tanks *none*

Donkey Boilers *✓*

General Pumping Arrangements *Laidan Copy Aug 4/38*

Pumping Arrangements in Machinery Space *Approved Aug 4/38*

Oil Fuel Burning Arrangements *✓*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *No.*

State the principal additional spare gear supplied *none*

The foregoing is a correct description,

GLENIFFER ENGINES, LTD.

Manufacturer.

*John Hume* Chief Draughtsman  
Dates of Survey while building  
During progress of work in shops-- *1937. Oct 4-17. Nov 4-18.24. Dec 2-21.29.*  
During erection on board vessel-- *1938. Jan 13-17.31. Feb 5-15.21.23. March 1-11.18.21.25. Apr 11-25. May 3-17.24.*  
Total No. of visits *224 25* Sitting out: *Jan 27. Feb 4-22. Mar 4-15.29. Apr 20-29. May 12, 20, 30. June 2, 13, 23. July 1-4. Aug 3, 8, 11, 12, 18, 19.*  
Dates of Examination of principal parts—Cylinders *8-2-38* Covers *18-3-38* Pistons *31-1-38* Rods *—* Connecting rods *31-1-38*  
Crank shaft *8-9-34 (FR)* Flywheel shaft *none* Thrust shaft *31-2-38* Intermediate shafts *May 15 Apr 20* Tube shaft *—*  
Screw shaft *Mar 15* Propeller *June 13* Stern tube *April 26* Engine seatings *June 23/38* Engines holding down bolts *Aug 11*  
Completion of fitting sea connections *13 June* Completion of pumping arrangements *August 18* Engines tried under working conditions *Aug 11 & 18*  
Crank shaft, Material *Do. Eng. steel* Identification Mark *T92445-ESP-14K* Flywheel shaft, Material *none* Identification Mark *✓*  
Thrust shaft, Material *do.* Identification Mark *R8.46. L4-67* Intermediate shafts, Material *Steel* Identification Marks *100-14-6-38 T.*  
Tube shaft, Material *—* Identification Mark *—* Screw shaft, Material *bronz* Identification Mark *100-14-6-38 T.*  
Identification Marks on Air Receivers *581840-45-44-48-82. 4-10-34.*

Is the flash point of the oil to be used over 150° F. *Yps.*

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 *No*

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 *Standard*

Is this machinery duplicate of a previous case *Yps.*

If so, state name of vessel *✓*

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

*This machinery has been built under Special Survey and in accordance with the Rules. The materials and workmanship are good. It has been tried on the bench at full power with satisfactory results.*

*It has been forwarded to Dartmouth for fitting on board. This machinery has been securely fitted on board and tested under working conditions and found satisfactory; the materials and workmanship are good.*

*In my opinion it is eligible to be classed with the record of L.M.C. 8-38. F.P. above 150° F.*

The amount of Entry Fee .. £ : : When applied for, *14 JUN 1938*  
*5-7-28-5-0* ... £ 23 : 2 : *38*  
Donkey Boiler Fee ... £ 5 : 3 : *1/4*  
Travelling Expenses (if any) £ 2 : 0 : *14 JULY 1938*

Committee's Minute *GLASGOW*

Assigned *Deferred.*

*Prof James Thomas Miller*  
Engineer Surveyor to Lloyd's Register of Shipping.

*TUE 20 SEP 1938*

CERTIFICATE WRITTEN

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