





IS A DONKEY BOILER FITTED? *yes*

If so, is a report now forwarded? *yes, delivered from Messrs. Clarke Chapman & Co., Ltd.*

HYDRAULIC TESTS:—

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS .....	<i>7-9-17</i> <i>7-11-17</i>	<i>18 atm.</i>	<i>529 lb.</i>	<i>LLOYD'S TEST</i> <i>529 lb. 7-11-17</i> <i>7-9-17</i>	
COVERS .....	<i>7-9-17</i> <i>7-11-17</i>	<i>✓</i>	<i>50 lb.</i>	<i>✓</i>	
JACKETS .....	<i>7-9-17</i> <i>7-11-17</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
PISTON WATER PASSAGES .....	<i>✓</i>	<i>30 atm.</i>	<i>60 atm.</i>	<i>✓</i>	
MAIN COMPRESSORS—1st STAGE .....	<i>✓</i>	<i>8 atm.</i>	<i>16 atm.</i>	<i>✓</i>	
2nd .....	<i>✓</i>	<i>✓</i>	<i>50 lb.</i>	<i>✓</i>	
<i>Water jacket for same</i> 3rd .....	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
AIR RECEIVERS—STARTING .....	<i>23.11.17.</i>	<i>15 atm.</i>	<i>30 atm.</i>	<i>2145 Skm. 23.11.17.</i>	
INJECTION .....	<i>23.11.17</i>	<i>30</i>	<i>60</i>	<i>2146 Skm. 23.11.17.</i>	
AIR PIPES <i>solid brass copper</i> .....			<i>60</i>		
FUEL PIPES .....					
FUEL PUMPS .....					
SILENCER <i>cond. air</i> .....			<i>50 lb.</i>		
WATER JACKET .....					
SEPARATE FUEL TANKS .....					

PLANS. Are approved plans forwarded herewith for shafting *yes*

Receivers *✓*

Separate Tanks *✓*

SPARE GEAR *for each engine: 16 piston springs, 8 injection mouth pieces, 4 pressure valves for oil fuel pumps, 4 suction valves for oil, 4 oil valves, 24 valve springs, 8 governor springs, 4 spiral springs for oil fuel pump, 8 air valve springs, 12 spindles for oil valves, 4 for oil fuel valves, 6 spiral springs for compressor valves, 1 set valve for high and pressure pumps, 2 bolts for crankshaft bearings and main bearing.*

The foregoing is a correct description,

*L. C. & S. CYLINDERS WORKS*  
*STANGE STRASSE*

Manufacturer.

Dates of Survey while building  
During progress of work in shops—  
During erection on board vessel—  
Total No. of visits *9*

Dates of Examination of principal parts—Cylinders *✓* Covers *✓* Pistons *✓* Rods *✓* Connecting rods *✓*  
Crank shaft *✓* Thrust shaft *✓* Tunnel shafts *4/11-20* Screw shaft *4/11-20* Propeller *1/11-22* Stern tube *4/11-20* Engine seatings *4/11-20*  
Engines holding down bolts *25/1-23* Completion of pumping arrangements *27/3-23* Engines tried under working conditions *27/3-23*  
Completion of fitting sea connections *12/3-23* Stern tube *12/3-23* Screw shaft and propeller *12/3-23*  
Material of crank shaft *✓* Identification Mark on Do. *✓* Material of thrust shaft *✓* Identification Mark on Do. *✓*  
Material of tunnel shafts *steel* Identification Marks on Do. *R.C.S. 1307.7-7.20 L.C.A.C.* Material of screw shafts *steel* Identification Marks on Do. *R.C.S. 1307.7-7.20 L.C.A.C.*

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

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 donkey boiler has been examined under steam pressure and the safety valves set to 100 lbs per sq inch (see end drawing). The engines and pumps, piping etc have been examined during fitting outboard and tried under working condition and found in order, and the workmanship is of the best description. In our opinion this vessel's machinery is eligible to be classed*

*\* L.M.C. 3,23*

*It is submitted that this vessel is eligible for*

*Date of build of engines 1923 - per Mr. Dimmock*  
*Oil Engines. 2SC. SA. 8 Cy 15-16 1/2" DB 100 lb.*  
*J. & C.G. Bolinders Co Ltd Skm. Annual survey*

The amount of Entry Fee ... £  
Special ... £  
Donkey Boiler Fee ... £  
Travelling Expenses (if any) £

When applied for, *5/4-1923*

When received, *24/5*

*FRI. 25 MAY. 1923*

Committee's Minute

Assigned

*+ L.M.C. 3, 23*  
*Oil Engines*  
*DB 100 lb*

MACHINERY CERT.  
WHITTEN.



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