

1924
 May 7. 9. 15. 19. 20. June 6. 30. July 2. 8. 10. 17. 18. 29. 30. Aug. 1. 5. 6. 15. 18. 20. 22. 25. 29.
 Sept. 4. 8. 11. 16. 18. 26. 29. Oct. 3. 6. 7. 13. 16. 22. 27. 30. Nov. 7. 10. 12. 13. 14. 21. 24. 26. 27. 28. Dec.
 1925
 4. 8. 9. 17. 19. 20. 24. 30. Jan. 2.
 Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits 58

Dates of Examination of principal parts - Cylinders 22. 8. 24 Slides 30. 7. 24
 Covers 6. 8. 24 Pistons 25. 8. 24 Rods 30. 7. 24
 Connecting rods 30. 7. 24 Crank shaft 30. 7. 24 Thrust shaft 2. 7. 24
 Tunnel shafts 2. 7. 24 Screw shaft 5. 8. 24 Propeller 30. 7. 24
 Stern tube 30. 7. 24 Engine and boiler seatings 14. 11. 24 Engines holding down bolts 24. 11. 24
 Completion of pumping arrangements 24. 12. 24 Boilers fixed 24. 11. 24 Engines tried under steam 19. 12. 24
 Completion of fitting sea connections 3. 10. 24 Stern tube 3. 10. 24 Screw shaft and propeller 3. 10. 24
 Main boiler safety valves adjusted 19. 12. 24 Thickness of adjusting washers Port $P \frac{3}{8} S \frac{25}{64}$ CENTRE $P \frac{13}{32} S \frac{25}{64}$ STAR $P \frac{3}{8} S \frac{3}{8}$ Spl
 Material of Crank shaft S.M. INGOT STEEL Identification Mark on Do. 6893N R.L.A. 30. 7. 24
 Material of Thrust shaft S.M. INGOT STEEL Identification Mark on Do. 6893N R.L.A. 2. 7. 24
 Material of Tunnel shafts S.M. INGOT STEEL Identification Marks on Do. 6893N R.L.A. 2. 7. 24
 Material of Screw shafts S.M. INGOT STEEL Identification Marks on Do. 6893N R.L.A. 5. 8. 24
 Material of Steam Pipes S.M. Steel Test pressure 675 lbs/sq in Date of Test 12th Nov. to 9th Dec. 1924
 Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes
 Have the requirements of the Rules for carrying and burning oil fuel been complied with Yes
 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 machinery of this vessel has been constructed under special survey. The materials and workmanship are sound and good. The main and auxiliary engines have been efficiently installed on the vessel and tried out under steam with satisfactory results. The oil fuel burning plant and its connections have been installed and tested by hydraulic pressure in accordance with the rules and approved drawings. A steam fire-extinguishing line, a water service line and sand ton arrangements are such as comply with the rules. In my opinion this vessel is now eligible for notation in the Lloyd's Register Book - L.M.C. 1. 25 C.L. FITTED FOR OIL FUEL 1. 25 F.P. above 150°F

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 1. 25. FD. CL.
 Fitted for oil fuel 1. 25. F.P. above 150°F

The amount of Entry Fee ... £ 6
 Special ... £ 107 : 4
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ :
 When applied for, 9/11 1925
 When received, 13/11 1925

Committee's Minute TUES. 20 JAN 1925

Assigned

+ L.M.C. 1. 25
 F. D. C.L.

Fitted for oil fuel 1. 25
 F.P. above 150°F.

16/1/25
 R. Lee Amess
 Engineer Surveyor to Lloyd's Register of Shipping.



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