





IS A DONKEY BOILER FITTED? *yes* If so, is a report now forwarded? *Yes Glasgow Lym No 34081.*  
SPARE GEAR. State the articles supplied:— *See accompanying list.*

The foregoing is a correct description,

AKTIESELSKABET  
BURMEISTER & WAIN  
MASHIN. O. SLEPBYGGERI

Manufacturer.

Dates of Survey while building { During progress of work in shops - - 10, 18, 20, 24 & 26 Feb. 3, 4, 5, 7, 11, 16, 18, 21, 24, 25 & 27 March, 1, 8, 15, 16, 18, 20 & 27 April, 5, 11, 15, 20, 22, 26 & 27 May, 3, 4, 6, 7, 10, 11, 13, 15, 17, 19, 20, 22, 26, 27 & 29 June, 1, 3, 7, 10, 11, 13, 16, 17, 18, 20, 21 & 22 July, 3, 4, 5, 6, 18, 19, 20, 21, 22, 25, 26, 27 & 28 Aug. 4, 5, 10, 16, 17, 19, 21, 25, 28 &  
During erection on board vessel - - 30 September, 1, 2, 3, 5, 6, 7 & 10 October 1914.  
Total No. of visits 87.

Is the approved plan of main boiler forwarded herewith *✓*

Dates of Examination of principal parts—Cylinders *16/4, 5/5, 9/5, 4/6, 15/6, 24/6, 3/7, 14* Slides *none* Covers *7/3, 14/4, 24/5, 11/6, 24/4, 5/5, 11/6, 26/6, 18/2, 18/3, 14/4, 23/5* Pistons *3/7, 21/7, 14* Rods *3/7, 21/7, 23/9, 14*  
Connecting rods *18/2, 5/3, 25/3, 15/4, 3/3, 15/3, 24/3, 5/4, 18/4, 4/5, 2/6, 21/5, 4/6, 14/6, 15/6, 3/6, 4/6, 22/6, 3/7, 7/4, 14/4, 27/5, 3/6, 15/6, 7/7* Thrust shafts *21/9, 21/9, 14* Tunnel shafts *22/9, 24/9, 5/6, 14* Screw shafts *5/8, 24/8, 14* Propellers *5/8, 21/8, 25/8, 14*  
Stern tubes *3/9, 6/8, 21/8, 14* Steam pipes tested *✓* Engine and boiler seatings *19/8, 22/8, 28/8, 14* Engines holding down bolts *17/8, 17/8, 21/8, 14*  
Completion of pumping arrangements *28/9, 30/9, 14* Donkey Boilers fixed *4/9, 14* Engines tried under *working condition 1/10, 2/10, 3/10, 5/10, 9/10, 14*  
Main boiler safety valves adjusted *5/10, 14* Thickness of adjusting washers *Forward valve 6.25" aftermost valve 6" 14*  
Material of Crank shaft *S.M.I. Steel Identification Mark on Do. No. 3837 & 3842. 6.14 A.F.Q.* Material of Thrust shaft *S.M.I. Steel Identification Mark on Do. No. 3841 & 3842. 6.14 A.F.Q.*  
Material of Tunnel shafts *S.M.I. Steel Identification Marks on Do. No. 3856 & 3857. 7.14 A.F.Q.* Material of Screw shafts *S.M.I. Steel Identification Marks on Do. No. 3712, 3713 & 3714. 8.14 A.F.Q.*  
Material of Steam Pipes *✓* Test pressure *✓*

Is an installation fitted for burning oil fuel *yes for the Donkey Boiler* Is the flash point of the oil to be used over 150°F. *Yes*  
Have the requirements of Section 49 of the Rules been complied with *Yes*  
Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *"Malakka" No. 205 in R.B. (D.W. Yard No 294)*

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

In accordance with the Rules for Special Survey we have examined the material and workmanship from the commencement until the final test of the machinery under full power working conditions and found it good in every respects. — The dimensions are as specified and in accordance with the approved plans and the London letters E dated the 20<sup>th</sup> June, 7<sup>th</sup> July, 27<sup>th</sup> Novr. 5<sup>th</sup> Decbr. 1913, — and 23<sup>rd</sup> Jan. 1914 addressed to Messrs. Burmeister & Wain of Cpen. — The starting air reservoirs have been constructed in accordance with the approved plan, the material from Messrs. James Dunlop & Co. Ltd. Calcutta, Glasgow, tested as required by the Rules, as per testnotes received, and the reservoirs have been tested in my presence by hydraulic pressure to 37½ Atmospheres and found good and tight.

On the trial trip the main engines and the whole auxiliary machinery have been tested under full power working condition and found to work satisfactorily, the manoeuvring of the main engines tested under working condition and found satisfactorily.

Recommend the vessel's machinery to have notation of *LMC-8.14*

*It is submitted that this vessel is eligible for THE RECORD + LMC. 10. 14.*

The amount of Entry Fee ... £. 56: 70 : When applied for, 22.10.14  
Special ... £. 963: 90 :  
Donkey Boiler Fee ... £. 189: 00 :  
Electric lighting & power installation.  
Travelling Expenses (if any) £ : :  
When received, 11/11/14

Committee's Minute FRI. OCT. 30. 1914  
Assigned *+ L.M.C. 10.14*  
*oil engines*



## Steel Twin S. 4 Mast. S.S. "Toungking" of Copenhagen

(Burmeister &amp; Wain's Yard No. 295).

The auxiliary machinery comprising:-

One 150 Tons rotary ballast pump

Two 85 Tons centrifugal cooling water pumps

Two pumps, each with three separate plungers, one being for bilge purposes, one for discharging the cooling water from main pistons, and one for sanitary purposes. - Diam. of plungers  $6\frac{1}{2}$ " Stroke 9"

Revolutions 100. Capacity 20 Tons.

4 Rotary forced lubricating oil pumps, Capacity of each 15 Tons

One oil fuel pump for daily supply tanks. Diam. of plunger  $6\frac{1}{2}$ "

Stroke 8". Revolutions 60. Capacity 10 Tons.

One vertical auxiliary three stage air compressor.

all driven  
by electric  
motors.

Three 2 cylinder four stroke cycle single acting auxiliary Diesel oil engines placed on Port side of the engine room and working, three compound wound dynamos of 60 K.W. 273 Amperes, 220 Volts each, supplying electricity for motive power for viz: -

One 30 H.K. shunt motor for working the ballast pump.

Two 13 H.K. shunt motors for working two centrifugal pumps for cooling water.

Two 7.5 H.K. shunt motors for working the two bilge and sanitary pumps.

Two 10 H.K. shunt motors for "4 rotary oil pumps for the forced lubrication.

One 1.25 H.K. shunt motor for "the rotary oil fuel pump to the daily supply tanks.

Two 6 H.K. series motors for "the turning gear."

One 2 H.K. shunt motor for "the turning lathe and drilling machine.

One 6 H.K. shunt motor for "the auxiliary air compressor.

One compound motor for "the windlass."

One 20 H.K. shunt motor for "the steering gear.

12 motors for working the cargo winches.

And electricity to the transformer for reducing the voltage from 220 to 110 for the lighting purposes.

An ordinary internal combustion oil engine is also fitted in the engine room, working a compound wound dynamo of 11 K.W. 100 Amperes, 110 Volts, supplying electricity for lighting purposes, and for a 6 H.K. shunt motor, working a spare two stage air compressor.

A. O. Delecke.  
SURVEYOR TO LLOYD'S  
REGISTER OF SHIPPING

AKTIESELSKABET  
BURMEISTER & WAIN  
MASKIN OG SKIBSBYGGERI



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