

AIR RECEIVERS:—Have they been made under survey **yes** State No. of Report or Certificate attached to the copy of report being sent to the Rotterdam Office.

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

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

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. **two** Total cubic capacity **2 x 500 lts** Internal diameter **450 mm** thickness **12 mm**

Seamless, lap welded or riveted longitudinal joint **lap welded** Material **S.M. Steel** Range of tensile strength **38-44kg/mm²** Working pressure _____ by Rules _____ Actual **30 kg/cm²**

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 **212481 13.2.35.** Receivers **GO 244 21.7.32.** Separate Fuel Tanks _____

(If not, state date of approval.)

Donkey Boilers _____ General Pumping Arrangements _____ Pumping Arrangements in Machinery Space _____

Oil Fuel Burning Arrangements _____

SPARE GEAR.

Has the spare gear required by the Rules been supplied **yes**

State the principal additional spare gear supplied _____

The foregoing is a correct description,
Humboldt-Deutzmotoren

Aktiengesellschaft
[Signature]

Manufacturer.

Dates of Survey while building

During progress of work in shops - - During erection on board vessel - - - Total No. of visits	22.6., 14.8., 6.10., 8.10., 12.10., 13.10., 15.10., 22.10., 25.10., 3.11., 12.11., 15.11.37.

Dates of Examination of principal parts—Cylinders 6.10., 8.10., 10.11., 15.11. Covers 22.10., 15.11. Pistons 15.11. Rods _____ Connecting rods 22.6., 14.8., 15.11.

Crank shaft 12.10., 3.11., 15.11. Flywheel shaft _____ Thrust shaft _____ Intermediate shafts 13.10., 15.11. 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 12.11. on test bed

Crank shaft, Material S.M. Steel Identification Mark **Lloyd's 2725 H.B. 12.10.37.** Flywheel shaft, Material _____ Identification Mark _____

Thrust shaft, Material _____ Identification Mark _____ Intermediate shafts, Material S.M. Steel Identification Marks **Lloyd's 2762 H.B. 15.11.37.**

Tube shaft, Material _____ Identification Mark _____ Screw shaft, Material _____ Identification Mark _____

Identification Marks on Air Receivers **No. 1018 & 1519 LLOYD'S TEST 60 Atm. W.P. 30 atm. V.S. 25.10.37 L.S. 15.10.37.**

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 **yes** If so, state name of vessel **Messrs. Goole Shipbuilding & Rep. Co. Yard No. 31. (Düsseldorf Report No. 125)**

General Remarks (State quality of workmanship, opinions as to class, &c. **This heavy oil engine has been constructed under special survey in accordance with the Society's Rules and Regulations as well as in accordance with the approved plans and instructions thereto. The material used in the construction is good and the workmanship is satisfactory. The engine has been tested on the Makers' test bed in the presence of the undersigned during 10 hours consecutively running under full load and 10 % overload and was found to be in safe working condition during the trials. After the trials all working parts of the engine have been opened out for inspection and were found in good condition. In my opinion the vessel for which this engine is intended will be eligible for the notation + L.M.C. (with date) when the whole machinery has been fitted satisfactorily on board and tried under full working conditions.**

A copy of this report has been forwarded to Rotterdam.

The amount of Entry Fee .. **RM : 40.-** When applied for, **Düsseldorf 23.11.1937**

Special **RM : 355.-** **27% to 10819**

Donkey Boiler Fee **RM : 00.-** When received, **22.11.1937**

Travelling Expenses (if any) **RM : 00.-** **21.12.1937**

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **1/5 of the fee to be credited to Rotterdam**

Assigned **FRI. 24 JUN 1938**
See fee J. E. 23



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