



**AIR RECEIVERS:**—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.

**High Pressure 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.** 4 Total cubic capacity 1964 ft. Internal diameter 5'-4 23/32" thickness 55/64"

Seamless, lap welded or riveted longitudinal joint Riveted Material S Range of tensile strength 29-33 Tons Working pressure by Rules 358 Actual 350

**IS A DONKEY BOILER FITTED?** Yes If so, is a report now forwarded? Yes

Is the donkey boiler intended to be used for domestic purposes only Yes

**PLANS.** Are approved plans forwarded herewith for Shafting 25-1-34 for Int. H. Sec. Charts Yes. Separate Tanks Yes

Donkey Boilers ✓ General Pumping Arrangements Yes Oil Fuel Burning Arrangements Yes

**SPARE GEAR.**

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied 2 Exh. Links, 8 fuel valves and springs, 4 valve spindles, 14 4 haunt valves & 8 seals, 2 drag rods, 4 starting valves, 2 relief valves & springs, 3 pistons, 2 piston rods & nuts, 130 piston & torques rings, 1 set telescopic gear, 1 con rod, 2 pairs crank pin nuts, 2 crank pin bolts & nuts, 1 cross head, 4 pairs cross head frames, 2 pairs of bolts, 1 guide stud, 2 lower half main bearing frames, 2 studs & nuts, 1 camshaft driving chain, 1 propeller boss, 4 home blades, impeller spindle for each of air pumps, general service keys, ballast, lubricant & transfer pumps, 1 turbine wheel & 1 set of bearing bushes for exhaust gas turbines, 2 sets of lock & detent also 1 set of piston rings main bearing bushes & bottom end bolts for aux. compressor.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops -- } 1934 Apr: 5-16-25-30 May: 8-11-15-16-21-22-23-29 June: 4-29 Aug: 7-10 Sep: 10-11-18  
 { During erection on board vessel -- } Oct: 8-16-22-24-25 Nov: 2-7-9-12-19-30 Dec: 3-4-6-13-14-17-18-20-24-27-28 (1935)  
 Total No. of visits 52 7-9-15-22-25-30 Feb: 1-4-8

Dates of Examination of principal parts—Cylinders \_\_\_\_\_ Covers \_\_\_\_\_ Pistons \_\_\_\_\_ Rods \_\_\_\_\_ Connecting rods \_\_\_\_\_  
 Crank shaft \_\_\_\_\_ Flywheel shaft \_\_\_\_\_ Thrust shaft \_\_\_\_\_ Intermediate shafts 2-8-34 Tube shaft \_\_\_\_\_  
 Screw shaft 18-9-34 Propeller 11-9-34 Stern tube 18-9-34 Engine seatings 16-10-34 Engines holding down bolts 15-1-35  
 Completion of fitting sea connections 16-10-34 Completion of pumping arrangements 8-2-35 Engines tried under working conditions 8-2-35  
 Crank shaft, Material \_\_\_\_\_ Identification Mark \_\_\_\_\_ Flywheel shaft, Material \_\_\_\_\_ Identification Mark \_\_\_\_\_  
 Thrust shaft, Material \_\_\_\_\_ Identification Mark \_\_\_\_\_ Intermediate shafts, Material 17. Ingt. Steel Identification Marks 2138-2151 CSP-510  
 Tube shaft, Material \_\_\_\_\_ Identification Mark \_\_\_\_\_ Screw shaft, Material do. Identification Mark 2135-2136+2 4861-CSP-24

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

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 ✓

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 built under special survey and in accordance with the Rules. The materials & workmanship are good. It has been efficiently secured in position on board and afterwards tried under full working conditions with satisfactory results.

The machinery of this vessel is eligible, in my opinion, to be classed in the Register Book with notation of + L.M.C. 2.35.

2/14/35

John Murray  
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee .. £ : :  
 Special 1/4 ... £ 26 : 11 :  
 Donkey Boiler Fee ... £ 16 : 16 :  
 Travelling Expenses (if any) £ : :  
 When applied for, 19 FEB 1935  
 When received, 28.3 1935

Committee's Minute **GLASGOW** 19 FEB 1935

Assigned + L.M.C. 2,35

GLASGOW (The Surveyors are requested not to write on or below the space for Committee's Minute.)

