

AIR RECEIVERS: — Have they been made under survey... State No. of Report or Certificate

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

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

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. Total cubic capacity Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual

IS A DONKEY BOILER FITTED? No Yes 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 Receivers Separate Fuel Tanks 9-7-41

(If not, state date of approval)

Donkey Boilers General Pumping Arrangements 8-4-41 Pumping Arrangements in Machinery Space 10-3-41

Oil Fuel Burning Arrangements

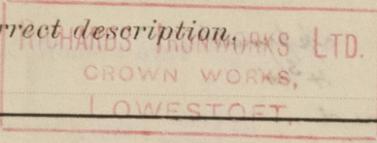
SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description.

C. Richards



Manufacturer.

Dates of Survey while building

During progress of work in shops - July 1.15

During erection on board vessel - 17-7-41, 9-8-41, 1-9-41, 10-9-41, 16-9-41, 18-9-41, 26-9-41, 3-10-41, 10-10-41, 14-10-41, 3-11-41, 11-11-41, 17-11-41

26-11-41, 27-11-41, 1-12-41, 3-12-41, 4-12-41

Total No. of visits 20

Dates of Examination of principal parts - Cylinders Covers Pistons Rods Connecting rods

Crank shaft Flywheel shaft Thrust shaft Intermediate shafts 17-7-41 Tube shaft

Screw shaft 17-7-41 Propeller 9-8-41 Stern tube 17-7-41 Engine seatings 10-8-41 Engines holding down bolts 3-9-41

Completion of fitting sea connections 9-8-41 Completion of pumping arrangements 17-11-41 Engines tried under working conditions 4-12-41

Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark

Thrust shaft, Material Identification Mark Intermediate shafts, Material *Slid* Identification Marks 440 YDS. N° 262 J.M.B. 17-6-41

Tube shaft, Material Identification Mark Screw shaft, Material *Stul* Identification Mark 440 YDS. N° 262 J.M.B. 17-6-41

Identification Marks on Air Receivers

Is the flash point of the oil to be used over 150° F. No Yes

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with No Yes

Description of fire extinguishing apparatus fitted *No connection in Engine Room. Fire extinguisher.*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No Yes 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 Yes If so, state name of vessel *"EMPIRE FIRTH"*

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

The machinery has been fitted on board this vessel in accordance with the approved plan & Rule requirements. (Manchester Report N° 10646 & 10696)

The materials & workmanship are sound & of good description.

The machinery has been examined under working conditions and in my opinion is eligible to be classed & have notation + L.M.C. 12-41. Oil Engine.

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

The amount of Entry Fee .. £ 9 : 13 : 4

Special ... + 25% £ 2 : 8 : 4

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

When applied for, 17 DEC 1941

When received, 19

Committee's Minute **FRI, 2 JAN 1942**

+ sub. 12.41

Assigned *oil Eng*

Byssell

Engineer Surveyor to Lloyd's Register of Shipping.

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