

No. 1543

TRANSFERRED TO
L. R. SYSTEM

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 1537 No. in Register Book 2747

S.S.

KELANTAN

Makers of Engines

CALEDON S.B. COY.

Works No. 464

Makers of Main Boilers

CALEDON S.B. COY.

Works No. 464

Makers of Donkey Boiler

Works No.

MACHINERY.



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002374-002384-0019

No.

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 1537 No. in Register Book 2747

Received at Head Office 14th November 1921

Surveyor's Report on the New Engines, Boilers, and Auxiliary
Machinery of the ^{Single Triple} ~~Twin Quadruple~~ Screw STEAMER,

KELANTAN.

Official No. 5121 Port of Registry Swire's Settlements

Registered Owners

Engines Built by Caledon S & Co. Ltd Dundee.

at Lilybank Engine Works.

Main Boilers Built by Caledon S & Co.

at Caledon Boiler Shop.

Donkey ✓

at

Date of Completion

20-9-21

First Visit

21-1-20

Last Visit

20-9-21

Total Visits

59

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Twin Screw.

RECIPROCATING ENGINES.

Works No. 464 No. of Sets Two Description Inverted Four
Cylinder Triple Expansion Reciprocating

No. of Cylinders each Engine 4 No. of Cranks 4
Diars. of Cylinders 12"-20"-24"-24" Stroke 24"
Cubic feet in each L.P. Cylinder 25.132.

Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cylr.? H.P. & M.P. Only

" " " each Receiver? Yes.

Type of H.P. Valves, Piston (Solid)
" 1st I.P., Balanced (Andrews)

" 2nd I.P.,

" L.P., Balanced (Andrews)

" Valve Gear Double Eccentric Link Motion.

" Condenser Surface Cooling Surface 789 sq. ft.

Diameter of Piston Rods (plain part) ^{H.P. & I.P.} 3 1/4" - ^{L.P.} 2 3/4" Screwed part (bottom of thread) ^{H.P. & I.P.} 2 7/8" - ^{L.P.} 1 3/4"

Material " Steel

Diar. of Connecting Rods (smallest part) ^{H.P. & I.P.} 3" - ^{L.P.} 2 5/8" Material Steel

" Crosshead Gudgeons ^{H.P. & I.P.} 3 1/2" - ^{L.P.} 2 3/4" Length of Bearing ^{H.P. & I.P.} 4" - ^{L.P.} 3 3/4" Material Steel

No. of Crosshead Bolts (each) 4 Diar. over Thrd. 1 1/2" 1/4" Thrds. per inch 627 Material Cast Iron

" Crank Pin " " 2 " 2" 2 1/8" " 4 1/2" 2 5" " "

" Main Bearings 6 Lengths 2 @ 10" Long, 4 at 7 1/4" Long

" Bolts in each 2 Diar. over Thread 1 3/4" Threads per inch 5 Material Steel

" Holding Down Bolts, each Engine 64 Diar. 1" No. of Metal Chocks 60.

Are the Engines bolted to the Tank Top or to a Built Seat? Tank Top.

Are the Bolts tapped through the Tank Top and fitted with Nuts Inside? Tapped.

If not, how are they fitted?

Connecting Rods, Forged by W^m Beardmore & Co Ltd Parkhead.
Piston " " D. Corliss & Sons Motherwell
Crossheads, " W^m Beardmore & Co Ltd Parkhead.
Connecting Rods, Finished by The Caledon S.B. & Eng. Co. Ltd.
Piston " " do
Crossheads, " do.

Date of Harbour Trial 19-10-21

" Trial Trip 20-10-21

Trials run at Dundee (River Tay)

Were the Engines tested to full power under Sea-going conditions? yes

If so, what was the I.H.P.? 1226 Revols. per min. 150

Pressure in 1st I.P. Receiver, 174 lbs., 2nd I.P., 69 lbs., L.P., 10 lbs., Vacuum, 28 ins.

Speed on Trial 11 1/2 Knots (Mean)

If the Conditions on Trial were such that full power records were not obtained give the following estimated

data:—

Builders' estimated I.H.P. 1200. Revols. per min. 150

Estimated Speed 11 Knots.



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TURBINE ENGINES.

Works No.	Type of Turbines		
No. of H.P. Turbines	No. of I.P.	No. of L.P.	No. of Astern

Are the Propeller Shafts driven direct by the Turbines or through Gearing?

Is Single or Double Reduction Gear employed?

Revs. per min. of H.P. Turbines at Full Power

"	"	I.P.	"	"
"	"	L.P.	"	"
"	"	1st Reduction Shaft		
"	"	2nd "		
"	"	Propeller Shaft		

Total Shaft Horse Power

Date of Harbour Trial

" Trial Trip

Trials run at

Speed on Trial

Turbine Spindles forged by

" Wheels forged or cast by

Reduction Gear Shafts forged by

" Wheels forged or cast by

DESCRIPTION OF INSTALLATION.



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TURBINE ENGINES

Works No. 12345
Type of Turbine
No. of I.P. Turbines
No. of A.P. Turbines

Are the Turbine Paddles driven direct by the Turbine or through gearing?

In which or both directions can the engine run?

Is the engine reversible? If so, in which direction?

1.1

1.2

1.3

1.4

1.5

1.6

1.7

1.8

1.9

1.10

1.11

1.12

1.13

1.14

DESCRIPTION OF INSTALLATION

TURBO-ELECTRIC PROPELLING MACHINERY

No. of Turbo-propellers
Capacity of each

Type of Turbine engines

Description of Generator

Are the propellers driven direct by the turbines or through gearing?

In which or both directions can the engine run?

Is the engine reversible? If so, in which direction?

1.1

No. of Motors driving Propeller Shafts

Are the Propeller Shafts driven direct by the Motors or through gearing?

In which or both directions can the engine run?

Description of Motors

Is the generator driven direct by the turbines or through gearing?

1.1

1.2

1.3

1.4

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TURBO-ELECTRIC PROPELLING MACHINERY.

No. of Turbo-Generating Sets Capacity of each

Type of Turbines employed

Description of Generators

No. of Motors driving Propeller Shafting

Are the Propeller Shafts driven direct by the Motors or through Gearing?

Is Single or Double Reduction Gear employed?

Description of Motors

Revs. per min. of Generators at Full Power

 " " Motors "

 " " Propellers "

Total Shaft Horse Power "

Date of Harbour Trial

 " Trial Trip

Trials run at

Makers of Turbines

 " Generators

 " Motors

 " Reduction Gear

Turbine Spindles forged by

 " Wheels forged or cast by

Reduction Gear Shafts forged by

 " Wheels forged or cast by



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No. of Blades each Propeller

4

Fitted or Solid?

Solid

Material of Blades

Bulls Metal Boss

Diar. of Propellers

8'-6"

Pitch

8'-6"

Surface (each)

23

S. ft.

Coefficient of Displacement of Vessel at $\frac{1}{2}$ Moulded Depth

.781

Crank Shafts Forged by

Wm. Beardmore & Co Parkhead.

Material

Steel

Pins

do

"

"

Webs

do

"

"

Thrust Shafts

do

"

"

Intermed. "

do

"

"

Propeller "

do

"

"

Crank " Finished by

The Caledon S/S Coy Dundee.

Thrust "

do

Intermed. "

do

Propeller "

do

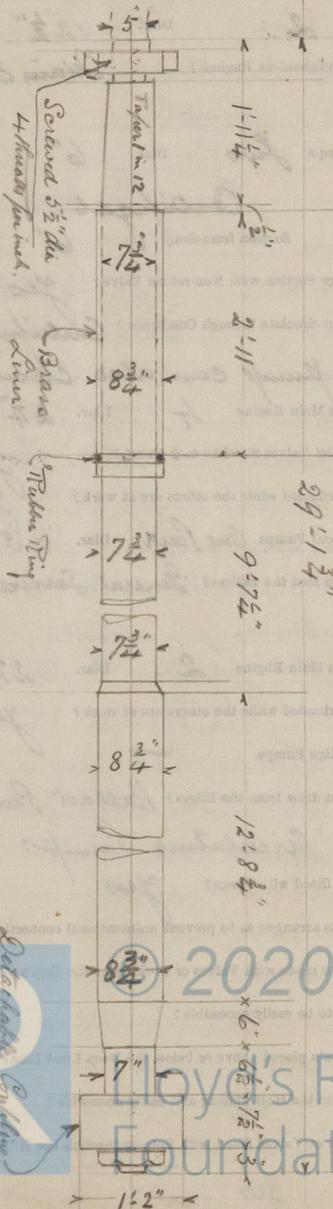
BS. TEST

STAMP MARKS ON SHAFTS.

3241
T.L.
1/2/21

2 Crankshafts
 2 Thrust Shafts
 6 Journal Shafts
 2 Tail Shafts.

SKETCH OF PROPELLER SHAFT.



PUMPS, ETC.

No. of Air Pumps *2* Diar. *12 1/2"* Stroke *15"*
 Worked by Main or Independent Engines? *Main Engg.*

No. of Circulating Pumps *Two* Diar. *6"* Stroke
 Type of *Centrifugal*
 Diar. of *Suction from Sea* *6"*

Has each Pump a Bilge Suction with Non-return Valve? *yes* Diar. *4"*
 What other Pumps can circulate through Condenser? *Centrifugal Pumps Cross Connected*
Ballast Pump can also circulate Condenser.

No. of Feed Pumps on Main Engine *4* Diar. *2 1/4"* Stroke *15"*
 Are Spring-loaded Relief Valves fitted to each Pump? *yes*
 Can one Pump be overhauled while the others are at work? *yes*

No. of Independent Feed Pumps *One Pair* Diar. *5 1/2"* Stroke *15"*
 What other Pumps can feed the Boilers? *General Service Pumps.*

No. of Bilge Pumps on Main Engine *2* Diar. *2 1/4"* Stroke *15"*
 Can one Pump be overhauled while the others are at work? *yes.*

No. of Independent Bilge Pumps *—*

What other Pumps can draw from the Bilges? *Ballast Pump & General Service*
Circulating Pumps

Are all Bilge Suctions fitted with Roses? *yes*

Are the Valves, etc., so arranged as to prevent unintentional connection between Sea and Bilges? *yes*

Are all Sea Connections made with Valves or Cocks next the Ship's sides? *yes*

Are they placed so as to be easily accessible? *yes*

Are the Discharge Chests placed above or below the Deep Load Line? *Below*

Are they fitted direct to the Hull Plating and easily accessible? *yes*

Are all Blow-off Cocks or Valves fitted with Spigots through the Hull Plating and Covering Plates or Planges on the Outside? *yes.*

BOILERS

Boiler No. 1
Boiler No. 2
Boiler No. 3
Boiler No. 4
Boiler No. 5
Boiler No. 6
Boiler No. 7
Boiler No. 8
Boiler No. 9
Boiler No. 10
Boiler No. 11
Boiler No. 12
Boiler No. 13
Boiler No. 14
Boiler No. 15
Boiler No. 16
Boiler No. 17
Boiler No. 18
Boiler No. 19
Boiler No. 20
Boiler No. 21
Boiler No. 22
Boiler No. 23
Boiler No. 24
Boiler No. 25
Boiler No. 26
Boiler No. 27
Boiler No. 28
Boiler No. 29
Boiler No. 30
Boiler No. 31
Boiler No. 32
Boiler No. 33
Boiler No. 34
Boiler No. 35
Boiler No. 36
Boiler No. 37
Boiler No. 38
Boiler No. 39
Boiler No. 40
Boiler No. 41
Boiler No. 42
Boiler No. 43
Boiler No. 44
Boiler No. 45
Boiler No. 46
Boiler No. 47
Boiler No. 48
Boiler No. 49
Boiler No. 50



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BOILERS.

Works No. **464**

No. of Boilers **Two** Type **Multitubular**

Single or Double-ended **Single**

No. of Furnaces in each **3**

Type of Furnaces **Deighton Section**

Date when Plan approved **31-7-19**

Approved Working Pressure **180 lbs per sq. in.**

Hydraulic Test Pressure **320 lbs per sq. in.**

Date of Hydraulic Test **29-1-21**

.. when Safety Valves set **19-10-21**

Pressure at which Valves were set **180 lbs.**

Date of Accumulation Test **19-10-21**

Maximum Pressure under Accumulation Test **11 lbs.**

System of Draught **Wallsend Howden Forced. (Oil Fuel)**

Can Boilers be worked separately? **Yes.**

Makers of Plates **Glasgow Iron & Steel Company Wishaw**

Wrapper Plates: - **John Spencer & Sons**

.. Stay Bars **Lanarkshire Steel Co. Motherwell**

.. Rivets **The Rivet Bolt & Nut Company.**

.. Furnaces **Deighton Patent Fuel & Tube Co. Ltd. Leeds.**

Greatest Internal Diam. of Boilers **13'-0"**

.. Length .. **11'-0"**

Square Feet of Heating Surface each Boiler **1561.5**

.. Grate .. **49.5**

No. of Safety Valves each Boiler **One Pair** Diam. **3"**

Are the Safety Valves fitted with Easing Gear? **yes**

No. of Pressure Gauges, each Boiler **One** No. of Water Gauges **Two**

.. Test Cocks .. **3** .. Sallinometer Cocks **One.**

BOILER TEST.

B.C. TEST.

17-3230

TEST PRESSURE 320 lbs.

W. P. 180 LBS

J. F. 21-21

29-1-21.



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Are the Water Gauges fitted direct to the Boiler Shells or mounted on Pillars?

on Pillars

Are the Water Gauge Pillars fitted direct to the Boiler Shells or connected by Pipes?

by Pipes

Are these Pipes connected to Boilers by Cocks or Valves?

Cocks

Are Blow-off Cocks or Valves fitted on Boiler Shells?

yes Valves.

No. of Strakes of Shell Plating in each Boiler

one.

Plates in each Strake

Two

Thickness of Shell Plates Approved

1/32"

in Boilers

1/32"

Are the Rivets Iron or Steel?

Steel

Are the Longitudinal Seams Butt or Lap Joints?

Butt.

Are the Butt Straps Single or Double?

Double.

Are the Double Butt Straps of equal width?

yes

Thickness of outside Butt Straps

27/32"

inside

3/32"

Are Longitudinal Seams Hand or Machine Riveted?

Machine

Are they Single, Double, or Treble Riveted?

Single

No. of Rivets in a Pitch

5

Diar. of Rivet Holes Pitch

1 1/8"

8 3/8"

No. of Rows of Rivets in Centre Circumferential Seams

-

Are these Seams Hand or Machine Riveted?

-

Diar. of Rivet Holes Pitch

No. of Rows of Rivets in Front End Circumferential Seams

2

Are these Seams Hand or Machine riveted?

Machine

Diar. of Rivet Holes Pitch

1 1/8"

3 1/4"

No. of Rows of Rivets in Back End Circumferential Seams

2

Are these Seams Hand or Machine Riveted?

Machine

Diar. of Rivet Holes Pitch

1 1/8"

3 1/4"

Size of Manholes in Shell

16" x 12"

Dimensions of Compensating Rings

2'-10 1/2" x 2'-6 1/2"



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Thickness of End Plates in Steam Space Approved

 $1\frac{3}{16}$

" " " " " in Boilers

 $1\frac{3}{16}$

Pitch of Steam Space Stays

 $1'-7" \times 1'-6"$

Diar. " " " " Approved

 $2\frac{3}{4}"$ Boilers
3" Ends

Threads per Inch

6

" " " " " in Boilers

do.

do.

Material of " " "

Steel

How are Stays Secured?

Double Nuts

Diar. and Thickness of Loose Washers on End Plates

6" dia \times $\frac{3}{8}$

" " Riveted " " "

-

Width " " Doubling Strips " "

-

Thickness of Middle Back End Plates Approved

 $\frac{25}{32}$ "

-

" " " " " in Boilers

 $\frac{25}{32}$ "

-

Thickness of Doublings in Wide Spaces between Fireboxes

None

-

Pitch of Stays at

 $1\frac{3}{4}"$

" " "

 $13\frac{1}{4}"$

-

Diar. of Stays Approved

 $1\frac{3}{4}"$

Threads per Inch

9

-

" " in Boilers

 $1\frac{3}{4}"$

"

9

-

Material "

Iron

-

Are Stays fitted with Nuts outside?

yes

-

Thickness of Back End Plates at Bottom Approved

 $2\frac{5}{32}"$

" " " " " in Boilers

 $2\frac{5}{32}"$

Pitch of Stays at Wide Spaces between Fireboxes

 $13\frac{1}{4}"$

Thickness of Doublings in " "

-

Thickness of Front End Plates at Bottom Approved

 $2\frac{7}{32}"$

" " " " " in Boilers

 $2\frac{7}{32}"$

No. of Longitudinal Stays in Spaces between Furnaces

6



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Diar. of Screwed Stays Approved $1\frac{1}{2}$ " Threads per Inch 9
 " " " in Boilers $1\frac{1}{2}$ " 9
 Material " " Iron

Thickness of Combustion Chamber Sides Approved $\frac{17}{32}$ "
 " " " " in Boilers $\frac{17}{32}$ "
 Pitch of Screwed Stays in O.C. Sides $7\frac{3}{8} \times 7$ "
 Diar. " " Approved $1\frac{1}{2}$ " Threads per Inch 9
 " " " in Boilers $1\frac{1}{2}$ " 9
 Material " " Iron.

Thickness of Combustion Chamber Backs Approved $\frac{17}{32}$ "
 " " " " in Boilers $\frac{17}{32}$ "
 Pitch of Screwed Stays in O.C. Backs $7\frac{1}{2} \times 7$ "
 Diar. " " Approved $1\frac{1}{2}$ " Threads per Inch 9
 " " " in Boilers $1\frac{1}{2}$ " 9
 Material " " Iron

Are all Screwed Stays fitted with Nuts inside O.O.?

yes
 $\frac{25}{32}$

Thickness of Combustion Chamber Bottoms

No. of Girders over each Wing Chamber

5

" " " Centre "

4

Depth and Thickness of Girders

$9\frac{1}{8} \times 1\frac{1}{4}$ "

Material of Girders

Steel

No. of Stays in each

4

No. of Tubes, each Boiler

190

Size of Lower Manholes

16×12 "

Boilers fitted for either
 Coal or Oil Burning.
 Trial carried out on Oil.



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MAIN STEAM PIPES.

No. of Lengths	4	2	2 Cross Connections
Material	Steel L.W.S. Screw Flange	Steel L.W.S. Screw Flange	Steel L.W.S.
Brazed, Welded or Seamless			
Internal Diam.	4"	3"	3
Thickness	1/4.	1/4	1/4
How are Flanges secured?	Screw & Exp.	Screw & Exp.	Screw & Exp.
Date of Hydraulic Test	29-4-21	7-4-21	7-4-21.
Test Pressure	540 lbs	540 lbs	540 lbs.

Made & Tested by Manneman & Co. England.

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure



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EVAPORATORS.

No. *One* Type *Vertical* Tons per Day *10*
 Makers *G & W. Weir Glasgow.*
 Working Pressure *180* Test Pressure *360* Date of Test
 Date of Test of Safety Valves under Steam *20-10-21.*

FEED WATER HEATERS.

No. *One* Type *Direct Contact*
 Makers *Clarke Chapman*
 Working Pressure Test Pressure Date of Test

FEED WATER FILTERS.

No. *Two* Type *Granulation* Size *2'6" x 1'3" x 1'3"*
 Makers *Caledon S & E Coy Dundee.*
 Working Pressure - Test Pressure - Date of Test -

LIST OF DONKEY PUMPS.

Main Feed Pumps One Pair *7 1/2" x 5 1/2" x 15"*
 General Service Pump Two (Duplex) *6" x 4 1/4" x 6"*
 Ballast Pump One (Duplex) *8" x 8" x 8"*
 Fresh Water Pump One (Duplex) *4" x 2 3/4" x 5"*
 Oil pumps in duplicate. *Wallcut Howden.*



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SPARE GEAR

No. of Top End Bolts.	4	No. of Bot. End Bolts.	4	No. of Cylinder Cover Studs	-
" Coupling Bolts	12	" Main Bearing Bolts	2	" Valve Chest "	-
" Junk Ring Bolts	6	" Feed Pump Valves	One	" Bilge Pump Valves	One
" H.P. Piston Rings	One	" L.P. Piston Rings	One	" L.P. Piston Rings	One
" " Springs	"	" " Springs	"	" " Springs	"
" Safety Valve "	2	" Fire Bars	18	" Feed Check Valves	2
" Piston Rods	-	" Connecting Rods	-	" Valve Spindles	-
" Air Pump Rods	One	" Air Pump Buckets	-	" Air Pump Valves	2 Sets
" Cir. "	-	" Cir. "	-	" Cir. "	-
" Crank Shafts	-	" Crank Pin Bushes	2	" Crosshead Bushes	2
" Propeller Shafts	-	" Propellers	2	" Propeller Blades	-
" Boiler Tubes	6	" Condenser Tubes	50	" Condenser Ferrules	50

OTHER ARTICLES OF SPARE GEAR:-

4 Boiler Fuel Stoppers / Eccentric Strap Complete.
 1 Air Pump Head Valve Complete 100 Bolts & Nuts assorted
 2 H.P. Piston Valves, Shuttle Valve for Feed Pump.
 United States Metallic Packing Set for H.P. Piston Rod
 " " " " " " L.P. " "
 " " " " " " Value Spindles
 1 Set Piston Rings for Feed Pump.
 1 " Elorite " " " "
 1 Sust & Delivery Valve with Seats Complete
 1 Set Piston Rings for General Service Pump.
 1 Sust & Delivery Valve for " " "
 1 Set Piston Rings for Circulating Pump.
 1 Top & Bottom End Brasses
 1 Set Piston Rings for Fan Eng.
 1 Top & Bottom End Brasses for Fan Eng.

1 Piston Rod for Fan Eng.
 1 Set Piston Rings for Oil Fuel Pump.
 1 Sust & Delivery Valve with Seat
 Oil Fuel Fittings 3 Burner Pipes
 3 " Carriers
 3 " Values
 6 Blind Flanges for Oil Fuel Pipes
 12 ~~Big~~ Nozzles & Diaphragms (6 each)



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Positions of Auxiliary Switch Boards, with No. of Switches on each

Fuses *Fuses* *Forecastle* *Alway.*
 Captains Room 8 Way, Outside Pantry 9 Way,
 Engine Room 6 Way, Eng. Casings 8 Way,
 Steering Gear House 1-2 Way 1-4 Way & 1-8 Way,
 Eng. Room 6 Way. 2nd Class Aft 6 Way.
 Engineer Mess 4 Way.

Are Out-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits

On Aux. *Fuses*, each Auxiliary Circuit

Wherever a Cable is reduced in size

To each Lamp Circuit

To both Flow and Return Wires of all Circuits when the Double-Wire System is adopted

Are the Fuses of Standard Size?

Are all Switches and Cut-outs constructed of Non-inflammable Material?

Are they placed so as to be always and easily accessible?

Smallest Single Wire used, No. *16* S.W.G., Largest, No. *37* *083* S.W.G.

How are Conductors in Engine and Boiler Spaces protected?

Saloons, State Rooms, &c.,

What special protection is provided in the following cases?

(1) Conductors exposed to Heat or Damp

(2) " passing through Bunkers or Cargo Spaces

(3) " " Deck Beams or Bulkheads

Lead Covering & Steel Armour.
Lead Covering & Steel Armour.
Roughed Holes & W.T. Glands

Are all Joints in Cables properly soldered and thoroughly Insulated so that the efficiency of the Cables is unimpaired? *No Joints Except on Terminals in Joint Boxes*

Are all Joints in accessible positions, none being made in Bunkers or Cargo Spaces? *Yes.*

Are all Hull Connections for Single-Wire Systems made with Screws of large Surface? *—*

Are the Dynamos, Motors, Main and Branch Cables, so placed that the Compasses are not injuriously affected by them? *Yes.*

Have Tests been made to prove that this condition has been satisfactorily fulfilled? *Yes.*

Has the Insulation Resistance over the whole system been tested? *Yes.*

What does the Resistance amount to?

600,000 Ohms.

Is the Installation supplied with a Voltmeter?

" " " an Ampere Meter?

Date of Trial of complete Installation

20-10-21

Duration of Trial

6 hours.



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GENERAL CONSTRUCTION.

Have the Machinery and Boilers been constructed in accordance with the requirements of the Rules and the

Approved Plans?

Yes (With Exception of Natural Draught)

If not, give details of the points of difference, and state when these were sanctioned by the Chief

Surveyor.

Boilers now fitted with Howdens forced draught. Safety Valves increased from 2 1/2 to 3" diameter

Are the Materials used in the Construction of Engines and Boilers, so far as could be seen sound and

trustworthy?

Yes.

Is the Workmanship throughout thoroughly satisfactory?

Yes.

The above correctly describes the Machinery of the S.S.

KELANTAN.

as ascertained by me from personal examination

In order
HB

J. H. Laurie,

Engineer Surveyor to the British Corporation for the
Survey and Registry of Shipping.

Fees—

MAIN BOILERS.		£	s.	d.
H.S.	Sq. ft.	:	:	
G.S.	"	:	:	
DONKEY BOILERS.				
H.S.	Sq. ft.	:	:	
G.S.	"	:	:	
		£	:	:
ENGINES.				
L.P.C.	Cub. ft.	:	:	
		£	:	:
Testing, &c.		:	:	
		£	:	:
Expenses		:	:	
Total ...		£	:	:

It is submitted that this Report be approved.

J. H. Laurie
Chief Surveyor.

Approved by the Committee for the Class of M.B.S.* on the

23rd Nov 1921

Fees advised

Fees paid



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Foundation
Secretary.

GENERAL CONSTRUCTION

-2007

Approved by the Committee for the Class of M.S.N. on the

22-11-20

Approved by the Committee for the Class of M.S.N. on the

22-11-20

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22-11-20

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Approved by the Committee for the Class of M.S.N. on the

22-11-20

VISITS PAID DURING CONSTRUCTION.

21-1-20	4-8-20	10-3-21
27-1-20	10-8-20	10-5-21
3-2-20	25-8-20	12-5-21
11-2-20	15-8-20	26-5-21
24-2-20	22-9-20	22-6-21
4-3-20	28-9-20	26-8-21
9-3-20	30-9-20	26-8-21
18-3-20	5-10-20	14-9-21
23-3-20	14-10-20	22-9-21
31-3-20	19-10-20	29-9-21
14-4-20	28-10-20	7-10-21
29-4-20	2-11-20	19-10-21
1-6-20	30-11-20	20-10-21
8-6-20	7-12-20	3-11-21
10-6-20	28-12-20	
17-6-20	18-1-21	
22-6-20	1-2-21	
30-6-20	15-2-21	

TOTAL 50 Visits Paid.



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Visits Paid During Construction

21-1-20	14-8-20	10-8-21
22-1-20	10-8-20	10-8-21
2-2-20	22-8-20	12-8-21
11-2-20	12-8-20	22-8-21
20-2-20	22-8-20	22-8-21
2-3-20	22-8-20	22-8-21
9-3-20	20-8-20	22-8-21
18-3-20	2-8-20	12-8-21
25-3-20	2-8-20	22-8-21
2-4-20	2-8-20	22-8-21
9-4-20	22-8-20	2-9-21
16-4-20	2-8-20	12-10-21
1-5-20	22-11-20	20-10-21
8-5-20	7-12-20	2-11-21
10-5-20	22-12-20	
17-5-20	18-1-21	
22-5-20	1-2-21	
29-5-20	12-2-21	



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