

No 2076

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 2072. No. in Register Book 3420

N.N. "BROOKMOUNT"

S.S. "EDDYSTONE"

Makers of Engines D. & W. HENDERSON & CO. LTD

Works No. 787.M.

Makers of Main Boilers D. & W. HENDERSON & CO. LTD

Works No. 787.M.

Makers of Donkey Boiler COCHRAN & CO. (ANNAN) LTD

Works No. 10276.

MACHINERY



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No.

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. No. in Register Book

Received at Head Office 28th September 1927

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

" EDDYSTONE "

Official No. Port of Registry GLASGOW

Registered Owners THE CLYDE SHIPPING CO. LTD

Engines Built by D. & W. HENDERSON & CO. LTD

at GLASGOW

Main Boilers Built by D. & W. HENDERSON & CO. LTD

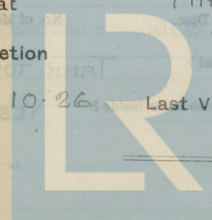
at GLASGOW

Donkey " COCHRAN & CO. (ANNAN) LTD

at ANNAN

Date of Completion

First Visit 7-10-26 Last Visit 19-9-27 Total Visits 62



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RECIPROCATING ENGINES.

Works No. 787 M No. of Sets ONE Description

TRIPLE EXPANSION, SURFACE CONDENSING DIRECT ACTING

No. of Cylinders each Engine 3 No. of Cranks 3

Dia. of Cylinders 21" 34" 56" Stroke 39"

Cubic feet in each L.P. Cylinder 55.57

Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cyl.? YES

" " " each Receiver? YES

Type of H.P. Valves, PISTON

" 1st I.P. " ANDREWS & CAMERON

" 2nd I.P. " ✓

" L.P. " DOUBLE PORTED SLIDE

" Valve Gear STEPHENSON'S LINK MOTION

" Condenser BUILT Cooling Surface 2306 sq. ft.

Diameter of Piston Rods (plain part) 5½" Screwed part (bottom of thread) 4½"

Material " 1. STEEL

Dia. of Connecting Rods (smallest part) 5½" Material Do.

" Crosshead Gudgeons 6¼" Length of Bearing 7" Material Do.

No. of Crosshead Bolts (each) 4 Dia. over Thrd. 2½" Thrds. per inch STEEL

" Crank Pin " " 2 " 3¼" " STEEL

" Main Bearings 6 Lengths 11¾"

" Bolts in each 2 Dia. over Thread 2½" Threads per inch 4 Material

" Holding Down Bolts, each Engine SEE OVER. Dia. No. of Metal Chocks 101 + 4 CORNER CHOCKS.

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? YES

If not, how are they fitted? ✓

Connecting Rods, Forged by A. & J. INGLIS, LTD. GLASGOW

Piston " " Do.

Crossheads, " BAXTER & SONS, MOTHERWELL.

Connecting Rods, Finished by D. & W. HENDERSON & CO. LTD.

Piston " " Do.

Crossheads, " Do.

Date of Harbour Trial 25-8-27

" Trial Trip 15-9-27

Trials run at FIRTH OF CLYDE

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

If so, what was the I.H.P. 1815 Revols. per min. 102

Pressure in 1st I.P. Receiver, 180 lbs., 2nd I.P., 70 lbs., L.P., 12 lbs., Vacuum, 26.5 ins.

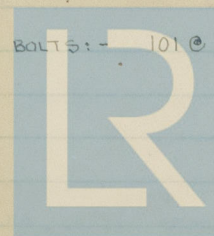
Speed on Trial 13.61 KNOTS

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

Builders' estimated I.H.P. NORMAL — 1375 Revols. per min. 85
MAXIMUM — 1875 102

Estimated Speed 13½ KNOTS

HOLDING DOWN BOLTS: — 101 @ 1¼" DIA. + 32 " CORNER CHOCKS)

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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?			
Diam. of 1st Reduction Pinion	} Width	Pitch of Teeth	
" 1st " Wheel			
Estimated Pressure per lineal inch			
Diam. of 2nd Reduction Pinion	} Width	Pitch of Teeth	
" 2nd " Wheel			
Estimated Pressure per lineal inch			
Revol. per min. of H.P. Turbines at Full Power		S.H.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	Knots.	Propeller Revol. per min.	S.H.P.
Turbine Spindles forged by			
" Wheels forged or cast by			
Reduction Gear Shafts forged by			
" Wheels forged or cast by			

DESCRIPTION OF INSTALLATION. TURBO-ELEMENTARY.

No. of Turbo-Generating Sets	Capacity of each
Type of Turbine employed	Description of Generators
Are the Propeller Shafts driven direct by the Motors or through Gearing?	
Is Single or Double Reduction Gear employed?	
Description of Motors	
Diam. of 1st Reduction Pinion	
" 1st " Wheel	Estimated Pressure per lineal inch
Diam. of 2nd Reduction Pinion	
" 2nd " Wheel	Estimated Pressure per lineal inch
Revol. per min. of Generators at Full Power	
S.H.P.	
Turbine Spindles forged by	
" Wheels forged or cast by	
Reduction Gear Shafts forged by	
" Wheels forged or cast by	



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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

Diam. of 1st Reduction Pinion

" 1st " Wheel

} Width

Pitch of Teeth

Estimated Pressure per lineal inch

Diam. of 2nd Reduction Pinion

" 2nd " Wheel

} Width

Pitch of Teeth

Estimated Pressure per lineal inch

Revs. per min. of Generators at Full Power

" Motors "

" 1st Reduction Shaft "

" 2nd " "

" Propellers at Full Power

Total Shaft Horse Power

Date of Harbour Trial

" Trial Trip

Trials run at

Speed on Trial

Knots. Propeller Revs. per min.

S.H.P.

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

DESCRIPTION OF INSTALLATION.



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PUMPS, ETC.

No. of Air Pumps ONE Diar. 20½" Stroke 20"

Worked by Main or Independent Engines? MAIN

(EDWARDS' TYPE

No. of Circulating Pumps ONE Diar. ✓ Stroke ✓

Type of " CENTRIFUGAL

Diar. of " Suction from Sea 11"

Has each Pump a Bilge Suction with Non-return Valve? YES Diar. 8"

What other Pumps can circulate through Condenser? BALLAST PUMP

No. of Feed Pumps on Main Engine 2 Diar. 3½" Stroke 20"

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 2 Diar. 7" Stroke 21"

What other Pumps can feed the Boilers? GENERAL SERVICE PUMP

No. of Bilge Pumps on Main Engine 2 Diar. 3½" Stroke 20"

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 & GENERAL SERVICE 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 Flanges

on the Outside?

YES



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BOILERS.

Works No. 787 M.

No. of Boilers 2 Type CYLINDRICAL, MULTITUBULAR

Single or Double-ended SINGLE

No. of Furnaces in each 3

Type of Furnaces DEIGHTON

Date when Plan approved 5-10-26 (MAIN) 12-10-26 (DONKEY)

Approved Working Pressure 185 LBS.

Hydraulic Test Pressure 328

Date of Hydraulic Test SEE OPPOSITE PAGE

" when Safety Valves set 25-8-27

Pressure at which Valves were set MAIN - 185 LBS. DONKEY - 100 LBS.

Date of Accumulation Test 25-8-27

Maximum Pressure under Accumulation Test 186 LBS

System of Draught NATURAL

Can Boilers be worked separately? YES

Makers of Plates D. COLVILLE & SONS, LTD ✓
SPENCER WRAPPER PLATES BY D. COLVILLE & SONS, LTD ✓

" Stay Bars D. COLVILLE & SONS LTD ✓

" Rivets THE NORTH WEST RIVET, BOLT & NUT FACTORY, LTD

" Furnaces JOHN MARSHALL & CO. (MOTHERWELL) LTD

Greatest Internal Diam. of Boilers 15'-3"

" " Length " 13'-0"

Square Feet of Heating Surface each Boiler 2566 sq ft

" " Grate " " 72 sq ft

No. of Safety Valves each Boiler 2 Rule Diam. 3 3/16" Actual 3 1/4"

Are the Safety Valves fitted with Easing Gear? YES

No. of Pressure Gauges, each Boiler ONE No. of Water Gauges 2

" Test Cocks " NONE " Siphonometer Cocks 1

STAMP MARKS ON BOILERS

PORT

STARBOARD

B. C. TEST

No 5018

T.P. 328 Lbs

W.P. 185 LBS.

G. S. M.

24/6/27

B. C. TEST

No 5018

T.P. 328 Lbs

W.P. 185 LBS

G. S. M.

24/6/27

DONKEY

B. C. TEST

No 5012

T.P. 200 Lbs

W.P. 100 LBS.

G. S. M.

24/5/27



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Thickness of End Plates in Steam Space Approved	1"
" " " " " in Boilers	1"
Pitch of Steam Space Stays	1'-3 1/2" x 1'-3 1/4"
Diam. " " " " Approved 2 1/2" Threads per Inch	6
" " " " " in Boilers 2 1/2" "	6
Material of " " "	STEEL
How are Stays Secured?	DOUBLE NUTS
Diam. and Thickness of Loose Washers on End Plates	✓
" " Riveted " " "	✓
Width " " Doubling Strips "	✓
Thickness of Middle Back End Plates Approved	13" 16
" " " " " in Boilers	13" 16
Thickness of Doublings in Wide Spaces between Fireboxes	✓
Pitch of Stays at " " " "	8" x 8 1/2"
Diam. of Stays Approved TOP CORNER, 2" MARGINAL, 1 3/4" OTHERS 1 5/8" Threads per Inch	9
" " " in Boilers " "	9
Material "	LOWMOOR IRON
Are Stays fitted with Nuts outside?	YES
Thickness of Back End Plates at Bottom Approved	13" 16
" " " " " in Boilers	13" 16
Pitch of Stays at Wide Spaces between Fireboxes	8" x 8 1/2"
Thickness of Doublings in " "	3" 4
Thickness of Front End Plates at Bottom Approved	7" 8
" " " " " in Boilers	7" 8
No. of Longitudinal Stays in Spaces between Furnaces	3



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Diar. of Stays Approved $2'' \times 2\frac{1}{4}''$ Threads per Inch

6

" " in Boilers $2 \times 2\frac{1}{4}''$

6

Material "

STEEL

Thickness of Front Tube Plates Approved

 $\frac{7}{8}''$

" " " " in Boilers

 $\frac{7}{8}''$

Pitch of Stay Tubes at Spaces between Stacks of Tubes

 $10'' \times 1' 2\frac{3}{4}''$

Thickness of Doublings in " " "

 $\frac{7}{8}''$

" Stay Tubes at " " "

 $\frac{3}{8}'' \& \frac{7}{16}''$

Are Stay Tubes fitted with Nuts at Front End ?

4 MARGINAL ONLY

Thickness of Back Tube Plates Approved

 $\frac{31}{32}''$

" " " in Boilers

 $\frac{31}{32}''$

Pitch of Stay Tubes in Back Tube Plates

 $10''$

" Plain "

 $5''$

Thickness of Stay Tubes

4 @ $\frac{7}{16}''$, OTHERS $\frac{3}{8}''$

" Plain "

No 7 L.S.G. (.176")

External Diar. of Tubes

 $3\frac{3}{4}''$

Material "

IRON, LAPWELDED

Thickness of Furnace Plates Approved

 $\frac{5}{8}''$

" " " in Boilers

 $\frac{5}{8}''$

Smallest outside Diar. of Furnaces

 $4' - 1\frac{1}{4}''$

Length between Tube Plates

 $8' - 0''$

Width of Combustion Chambers (Front to Back)

 $3' - 9\frac{23}{32}''$

Thickness of " " Tops Approved

 $\frac{5}{8}''$

" " " in Boilers

 $\frac{5}{8}''$

Pitch of Screwed Stays in C.C. Tops

 $8\frac{1}{2}''$ 

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Diam. of Screwed Stays Approved $1\frac{5}{8}$ " Threads per Inch 9
 " " " in Boilers 9
 Material " " LOWMOOR IRON

Thickness of Combustion Chamber Sides Approved $\frac{5}{8}$ "
 " " " " in Boilers $\frac{5}{8}$ "
 Pitch of Screwed Stays in C.O. Sides $8" \times 8\frac{1}{2}"$
 Diam. " " Approved $1\frac{5}{8}$ " Threads per Inch 9
 " " " in Boilers $1\frac{5}{8}$ " 9
 Material " " LOWMOOR IRON

Thickness of Combustion Chamber Backs Approved $\frac{5}{8}$ "
 " " " " in Boilers $\frac{5}{8}$ "
 Pitch of Screwed Stays in C.O. Backs $8\frac{1}{4}" \times 8\frac{1}{4}"$
 Diam. " " Approved $2", 1\frac{3}{4}", 1\frac{5}{8}"$ Threads per Inch 9
 " " " in Boilers $2", 1\frac{3}{4}", 1\frac{5}{8}"$ 9
 Material " " LOWMOOR IRON

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

Thickness of Combustion Chamber Bottoms $\frac{31}{32}"$

No. of Girders over each Wing Chamber 5

" " " Centre " 4

Depth and Thickness of Girders $10\frac{3}{8}" \times 2$ PLATES $\frac{7}{8}"$ THICK

Material of Girders STEEL

No. of Stays in each 4

No. of Tubes, each Boiler 170 RAIN, 95 STAY. 265 TOTAL

Size of Lower Manholes $16" \times 12"$

VERTICAL DONKEY BOILERS

No. of Boilers ONE TYPE
 Description of Boilers 8 LBS VERTICAL
 Greatest Int. Diam. 8' 0"
 Height of Boiler Crown above Fire Grate 11' 12"
 Are Boiler Crown Flat or Dished? DISHED
 Internal Radius of Dished Boilers 4' 0"
 Thickness of Plates 1"
 Description of Seams in Boiler Crown SINGLE RIVETED, LAP JOINTED
 Diam. of Rivet Holes $\frac{3}{8}"$ Width of Overlap 2"
 Height of Firebox Crown above Fire Grate 5' 2"
 Are Firebox Crown Flat or Dished? DISHED
 Internal Radius of Dished Crown 3' 0"
 Thickness of Plates $\frac{3}{8}"$
 No. of Crown Stays None
 Diam. 7' 0"
 Internal Diam. of Firebox at Top -
 Thickness 1"
 No. of Water Tubes None
 Internal of Water Tubes
 Size of Manhole in Shell 16" x 12"
 Thickness of Connecting Ring 2' 4" DIA. x $\frac{7}{8}"$ THICK
 Floating Surface, each Boiler 820 sq
 Gross Surface 820 sq
 SUPERHEATERS
 Description of Superheaters NONE FITTED
 Where situated?



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VERTICAL DONKEY BOILERS.

a

No. of Boilers ONE Type COCHRAN & CO LTD'S VERTICAL
 Greatest Int. Diar. 8'-0" Height 16'-6"
 Height of Boiler Crown above Fire Grate 11'-1 $\frac{1}{2}$ "
 Are Boiler Crowns Flat or Dished? DISHED
 Internal Radius of Dished Ends 4'-0" Thickness of Plates 1"
 Description of Seams in Boiler Crowns SINGLE RIVETED, LAP JOINTED.
 Diar. of Rivet Holes $\frac{29}{32}$ " Pitch 2 $\frac{1}{8}$ " Width of Overlap 2 $\frac{3}{4}$ "
 Height of Firebox Crowns above Fire Grate 3'-2 $\frac{5}{8}$ "
 Are Firebox Crowns Flat or Dished? DISHED
 External Radius of Dished Crowns 3'-6" Thickness of Plates $\frac{5}{8}$ "
 No. of Crown Stays NONE Diar. ✓ Material ✓
 External Diar. of Firebox at Top - Bottom 7'-0" Thickness of Plates $\frac{5}{8}$ "
 No. of Water Tubes NONE Ext. Diar. - Thickness -
 Material of Water Tubes -
 Size of Manhole in Shell 16" x 12"
 Dimensions of Compensating Ring 2'-4" DIAR. x $\frac{27}{32}$ " THICK
 Heating Surface, each Boiler 850 sq ft Grate Surface 37 sq ft
 Safety valves, No. 2 Diar. 3"

SUPERHEATERS.

Description of Superheaters NONE FITTED

Where situated?

Which Boilers are connected to Superheaters?

Can Superheaters be shut off while Boilers are working?

No. of Safety Valves on each Superheater Diar.

Are " " fitted with Easing Gear?

Date of Hydraulic Test Test Pressure

Date when Safety Valves set Pressure on Valves

MAIN STEAM PIPES.



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MAIN STEAM PIPES.

No. of Lengths	1		
Material	STEEL		
Brazed, Welded or Seamless	SEAMLESS		
Internal Diar.	5½"		
Thickness	5/16"		
How are Flanges secured?	SCREWED & EXP.		
Date of Hydraulic Test	24-6-27		
Test Pressure	555 LBS.		
No. of Lengths	2		
Material	STEEL		
Brazed, Welded or Seamless	SEAMLESS		
Internal Diar.	5½"		
Thickness	5/16"		
How are Flanges secured?	SCREWED & EXP.		
Date of Hydraulic Test	5-8-27		
Test Pressure	555 LBS.		
No. of Lengths			
Material			
Brazed, Welded or Seamless			
Internal Diar.			
Thickness			
How are Flanges secured?			
Date of Hydraulic Test			
Test Pressure			

PIPES BY THE SCOTTISH TUBE CO. L^{TD}. — FINISHED BY D. & W. HENDERSON & CO. L^{TD}.
(TUBES BY THE BROMFORD TUBE CO. L^{TD}.)



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EVAPORATORS.

No.	Type	Tons per Day
Makers		
Working Pressure	Test Pressure	Date of Test
Date of Test of Safety Valves under Steam		

FEED WATER HEATERS.

No.	ONE	Type	DIRECT CONTACT.	21"	No	83072
Makers	G. & J. WEIR, L ^{td} , CATHCART, GLASGOW.					
Working Pressure	20 LBS.	Test Pressure	40 LBS.	Date of Test	5-4-27	

FEED WATER FILTERS.

No.	1	Type	GRAVITATION	Size	240 GALS
Makers	D. & W. HENDERSON & C. L ^{td}				
Working Pressure		Test Pressure		Date of Test	

LIST OF DONKEY PUMPS.

BALLAST PUMP	1 in No.	J. H. CARRUTHERS & C. L ^{td}	No	7342	8" x 9" x 9"
SUCTIONS:- E. R. BILGE, SEA TANKS, BILGE MAIN, HOSE CONNECTION.					
DISCHARGES:- OVERBOARD, DECK, M. CONDENSER, FWD & AFT TANKS.					
FRESH WATER PUMP	1 in No.	J. H. CARRUTHERS & C. L ^{td}	No	7327	4 1/2" x 4 1/2" x 5"
SUCTION:- ENGINE RM. TANK.					
DISCHARGE:- FRESH WATER TANK, FILTER.					
ASH EJECTOR PUMP	1 in No.	J. H. CARRUTHERS & C. L ^{td}	No	7344	8" x 5" x 8"
(GENERAL SERVICE) SUCTIONS:- SEA, CONDENSER, HOTWELL, BILGES, BALLAST TANKS, BOILERS.					
DISCHARGES:- ASHES, HOSE, O'BOARD, DECK, SAN. TANK, M. & D. BOILERS.					
DONKEY BOILER FEED PUMP	1 in No.	J. H. CARRUTHERS & C. L ^{td}	No	7343	4 1/2" x 3" x 5"
SUCTION:- SEA.					
DISCHARGES:- DONKEY BOILER, SANITARY TANK.					
MAIN FEED PUMPS	2 in No.	G. & J. WEIR, L ^{td}	No	83073	9" x 7" x 21"
SUCTIONS:- SEA, HEATER, CONDENSER, HOTWELL, TANK, DISC:- M. & A. FEED.					
CIRCULATING PUMPS	1 in No.	DRYSDALE & C. L ^{td}	No	18108	
SUCTION:- SEA, BILGE DIRECT. DISCHARGE:- O'BOARD THRO COND ^{ns} .					
SANITARY PUMP	1 in No.	DRIVEN BY MAIN ENGINES			5 1/2" x 10"
SUCTION:- SEA. DISCHARGE:- SANITARY TANK.					

PUMPING TRIALS SATISFACTORILY CARRIED OUT ON THE 7th SEPT. 1927.



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OTHER ARTICLES OF SPARE GEAR:—

1 " SPRING FOR ASH EJECTOR PUMP

and 6 " NUTS OF EACH SIZE FOR BOILERS

1 SET " & STUDS FOR PROPELLER BOSS.

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REFRIGERATORS.

No. of Machines

Capacity of each

Makers

Description

No. of Steam Cylinders, each Machine

No. of Compressors

No. of Cranks

Particulars of Pumps in connection with Refrigerating Plant and whether worked by Refrigerating Machines
or Independently

System of Refrigeration

Insulation

Are Brine and other Regulating Valves placed so as to be accessible without entering the Insulated Spaces?

Are all Pipes, Air Trunks, &c., well secured and protected from risk of damage?

Are all Bilge, Sounding, and Air Pipes in Insulated Spaces properly insulated?

Are Thermometer Tubes so arranged that Water cannot enter and freeze in them?

Date of Test under Working Conditions

RESULTS OF TRIALS.

Articles of Spare Gear for Refrigerating Plant carried on board:—

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REFRIGERATORS

Is it fitted with a condenser?	Is it fitted with a pump?	Is it fitted with a motor?	Is it fitted with a fan?	Is it fitted with a fan?

Is it fitted with a condenser? Is it fitted with a pump? Is it fitted with a motor? Is it fitted with a fan? Is it fitted with a fan?

Is it fitted with a condenser? Is it fitted with a pump? Is it fitted with a motor? Is it fitted with a fan? Is it fitted with a fan?

Is it fitted with a condenser?

Is it fitted with a condenser?

Is it fitted with a condenser?

Is it fitted with a condenser? Is it fitted with a pump? Is it fitted with a motor? Is it fitted with a fan? Is it fitted with a fan?

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Is it fitted with a condenser? Is it fitted with a pump? Is it fitted with a motor? Is it fitted with a fan? Is it fitted with a fan?

Is it fitted with a condenser? Is it fitted with a pump? Is it fitted with a motor? Is it fitted with a fan? Is it fitted with a fan?

Is it fitted with a condenser?

ELECTRIC LIGHTING.

Installation Fitted by HARLAND & WOLFF, L^{td}

No. and Description of Dynamos ONE 4 POLE COMPOUND WOUND

Makers of Dynamos MAYOR & COULSON, GLASGOW

Capacity " 196 Amperes, at 110 Volts, 250 Revols. per Min.

Current Alternating or Continuous CONTINUOUS.

Single or Double Wire System DOUBLE.

Position of Dynamos ENGINE ROOM, BOTTOM PLATFORM.

Main Switch Board BESIDE GENERATOR.

No. of Circuits to which Switches are provided on Main Switch Board 10

Particulars of these Circuits:—

Circuit.	Number of Lights.	Candle Power.	Current Required. Amps.	Size of Conductor.	Current Density.	Conductivity of Conductor.	Insulation Resistance per Mile.
					TO I.E.E. REQUIREMENTS	AREA D"	
1. NAVIGATION	12	6 C.P. to 40 W	7.3	7/036	"	.0070	900 MEGS.
2. 1 st CL. ACCOMMODATION	118	40 & 20 W	36	7/052	"	.0145	"
3. NAV. & ENG'S OFFS. & E.P.	49	60 & 40 W	22	7/036	"	.0070	"
4. STEERAGE ACOM ²	14	40 W	5.3	3/036	"	.0030	1250 "
5. CREW'S QUARTERS	23	40 W	5.3	3/036	"	"	"
6. MAIN DECK	19	"	7.0	3/036	"	"	"
7. M ² HOLD & TWEEN DECK	16	"	6.6	"	"	"	"
8. FORE " " " "	12	"	5.0	"	"	"	"
9. AFT " " " "	14	"	6.0	"	"	"	"
10. CARGO CLUSTERS & WIRELESS	24	32 C.P.	30.2	7/044	"	.0100	900 "

Total No. of Lights 301 + 6 CONNECTIONS No. of Motors driving Fans, &c. No. of Heaters

Current required for Motors and Heaters

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

1 IN STEERAGE ACOM^m FORWARD FOR HOLD & TWEEN DECK - 4 SWITCHES
 1 MAIN DECK CATTLE SPACE " No. 2 HOLD & " " 4
 1 ENGINE ROOM ENTRANCE " MAIN DECK CATTLE SPACE 8
 1 " " " ENGINE & BOILER RM LIGHTING 8

Are Out-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits YES. DOUBLE POLE FUSES

On Aux. " " each Auxiliary Circuit YES

Wherever a Cable is reduced in size YES

To each Lamp Circuit YES

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

Are the Fuses of Standard Sizes? YES (No. 33 S.W.G.)

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

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

Smallest Single Wire used, No. 3/029 S.W.G., Largest, No. 37/093 S.W.G.

How are Conductors in Engine and Boiler Spaces protected? LEAD COVERED, ARMoured & BRAIDED

" Saloons, State Rooms, &c., " ? LEAD COVERED

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp Heat:— L.C.A. & B. RUN ON PERFORATED SHEET IRON TRAYS
Damp:— L.C. IN CONDUIT

(2) " passing through Bunkers or Cargo Spaces L.C.A. & B.

(3) " " Deck Beams or Bulkheads BUSHED WITH LEAD

Are all Joints in Cables properly soldered and thoroughly Insulated so that the efficiency of the Cables

is unimpaired? No JOINTS

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? YES

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? 1 Meg Ohms.

Is the Installation supplied with a Voltmeter? YES

" " " an Ampere Meter? YES

Date of Trial of complete Installation 7TH SEPT. 1927 Duration of Trial 6 HOURS

Have all the requirements of Section 42 been satisfactorily carried out? YES.



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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**

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

Surveyor.

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.

as ascertained by ^{us} from personal examination

"EDDYSTONE"

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

Fees—

MAIN BOILERS.

	£	s.	d.
H.S.	Sq. ft.	27	16 : 6
G.S.	"	:	:

DONKEY BOILERS.

	£	s.	d.
H.S.	Sq. ft.	:	:
G.S.	"	:	:
	£	:	:

ENGINES.

	£	s.	d.
L.P.C.	Cub. ft.	37	16 : 0
	£	:	:
Testing, &c. ...		:	:
	£	:	:
Expenses ... <i>E.L.</i> ...		16	10 : 0
Total ...	£	82	2 : 6

It is submitted that this Report be approved,

W. H. King
Chief Surveyor.

Approved by the Committee for the Class of M.B.S.* on the 19th October 1927

Fees advised

Fees paid



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