

No. 2233

10/234

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 2287 No. in Register Book 3672

S.S. "BARON RAMSAY"

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

Works No. 857M

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

Works No. 857M

Makers of Donkey Boiler NONE

Works No. © 2020

MACHINERY.



Lloyd's Register
Foundation

002490-002497-0017

No. 2233

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. No. in Register Book

"
S.S. *BARON RAMSAY*"

Makers of Engines ... *D. & W. HENDERSON & CO. L^D*

Works No. *857.M.*...

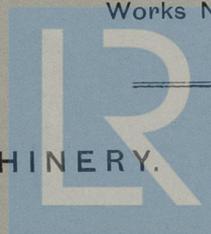
Makers of Main Boilers ... *D. & W. HENDERSON & CO. L^D*

Works No. *857.M.*...

Makers of Donkey Boiler ... *NONE*

Works No.

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. *24th July 1929.*

Surveyor's Report on the New Engines, Boilers, and Auxiliary
Machinery of the ~~Twin Quadruple~~ ^{Single Triple} Screw Steamship
— "BARON RAMSAY" —

Official No.

Port of Registry

Registered Owners

Engines Built by

D. & W. HENDERSON & CO. L^{TD}

at

GLASGOW.

Main Boilers Built by

D. & W. HENDERSON & CO. L^{TD}

at

GLASGOW.

Donkey " " "

NONE.

at

Date of Completion

12/7/29 2020

First Visit

8/11/28

Last Visit

12/7/29

Total Visits

41?



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RECIPROCATING ENGINES.

Works No. 857 M. No. of Sets ONE Description

TRIPLE EXPANSION, SURFACE CONDENSING, RECIPROCATING.

No. of Cylinders each Engine 3 No. of Cranks 3
 Diars of Cylinders 21½", 37", 62" Stroke 42"
 Cubic feet in each L.P. Cylinder 73.38
 Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cylr. YES
 " " " each Receiver? TOP ONLY
 Type of H.P. Valves, PISTON
 1st I.P., ANDREWS & CAMERON
 2nd I.P., ✓
 L.P., ANDREWS & CAMERON
 " Valve Gear STEPHENSONS LINK MOTION
 " Condenser BUILT Cooling Surface 1842 sq. ft.
 Diameter of Piston Rods (plain part) 6" Screwed part (bottom of thread) 4½"
 Material " INGOT STEEL
 Diar. of Connecting Rods (smallest part) 5½" Material INGOT STEEL
 " Crosshead Gudgeons 6½" Length of Bearing 6¼" Material Do.
 No. of Crosshead Bolts (each) 2 Diar. over Thrd. 2¼" Thrds. per inch 6 Material Steel?
 " Crank Pin " " 2 " 3¼" " 4 "
 " Main Bearings 6 Lengths
 " Bolts in each 2 Diar. over Thread 2½" Threads per inch 4 Material
 " Holding Down Bolts, each Engine 36 Diar. 1½" No. of Metal Chocks 96 ?
 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 THE LANGLEY FORGE Co. L^d
 Piston " " DITTO } 9.
 Crossheads, " " Do. }
 Connecting Rods, Finished by D. & W. HENDERSON & Co. L^d
 Piston " " DITTO
 Crossheads, " " Do.
 Date of Harbour Trial 3/7/29
 " Trial Trip 12/7/29
 Trials run at Skelmorlie and South of Clyde.
 Were the Engines tested to full power under Sea-going conditions? Yes.
 If so, what was the I.H.P.? 1691 Revols. per min. 71.2
 Pressure in ~~1st I.P.~~ Receiver, H.P. 207 lbs., 2nd I.P., 62 lbs., L.P., 9½ lbs., Vacuum, 27½ ins.
 Speed on Trial 11.07 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. 1400 Revols. per min. 73
 Estimated Speed —



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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?

Diar. of 1st Reduction Pinion } Width Pitch of Teeth

" 1st " Wheel }

Estimated Pressure per lineal inch

Diar. of 2nd Reduction Pinion } Width Pitch of Teeth

" 2nd " Wheel }

Estimated Pressure per lineal inch

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

" " 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 Knots. Propeller Revs. per min. S.H.P.

Turbine Spindles forged by

" Wheels forged or cast by

Reduction Gear Shafts forged by

" Wheels forged or cast by

TURBO-ELECTRIC INSTALLATION AND DESCRIPTION OF INSTALLATION

No. of Turbo-generating Sets Capacity of each

Type of Turbines employed

Description of Generators

No. of Motors driving Propeller Shafts

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

Is Single or Double Reduction Gear employed?

Description of Motors

Diar. of 1st Reduction Pinion } Width Pitch of Teeth

" 1st " Wheel }

Estimated Pressure per lineal inch

Diar. of 2nd Reduction Pinion } Width Pitch of Teeth

" 2nd " Wheel }

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.

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

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 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 Revol. 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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No. of Blades each Propeller 4 Fitted or Solid? SOLID
 Material of Blades BRONZE Boss BRONZE
 Dia. of Propellers 16'-9" Pitch 16'-6" Surface (each 85 S. It.)
 Coefficient of Displacement of Vessel at $\frac{1}{2}$ Moulded Depth —

Crank Shafts Forged by	<u>THE LANGLEY FORGE & CO. L^{TD}</u>	Material	<u>INGOT STEEL</u>
" Pins	<u>DITTO.</u>	"	<u>Do.</u>
" Webs	<u>D. COLVILLE & SONS, L^{TD}</u>	"	<u>STEEL</u>
Thrust Shafts	<u>THE LANGLEY FORGE & CO. L^{TD}</u>	"	<u>INGOT STEEL</u>
Intermed. "	<u>DITTO.</u>	"	<u>Do.</u>
Propeller "	<u>Do.</u>	"	<u>Do.</u>
Crank " Finished by	<u>D. & W. HENDERSON & CO. L^{TD}</u>		
Thrust " "	<u>DITTO.</u>		
Intermed. " "	<u>Do.</u>		
Propeller " "	<u>Do.</u>		

STAMP MARKS ON SHAFTS.

B. C.
No. 10577
G. S. M.
22/4/29

CRANK SHAFT

B. C.
No. 10577
G. S. M.
22/4/29

THRUST SHAFT

B. C.
11036
J. W. H.
7/5/29

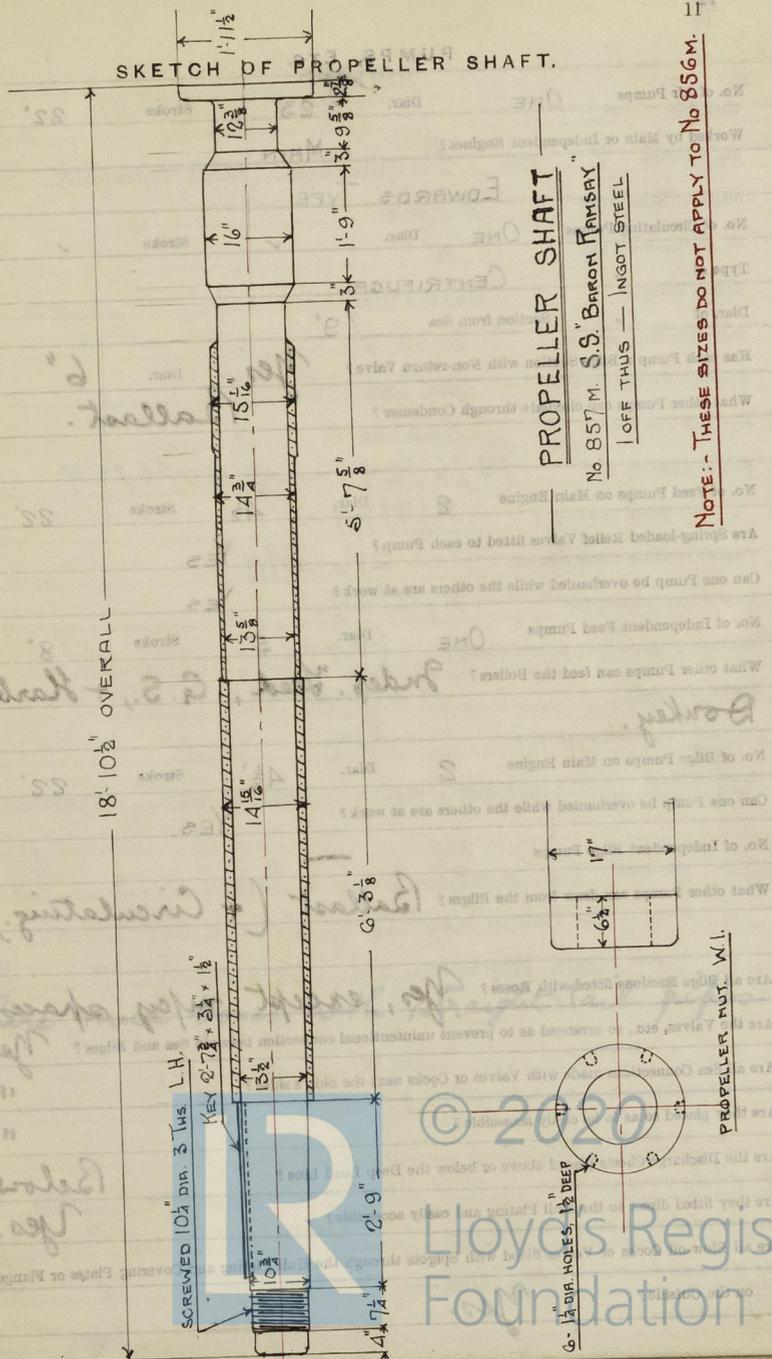
INTERMEDIATE SHAFTS

(my stamp, used
by G. C.)

B. C.
No. 11038
G. M. S.
22/5/29

PROPELLER SHAFT

SKETCH OF PROPELLER SHAFT.



PUMPS, ETC.

No. of Air Pumps **ONE** Diar. **23"** Stroke **22'**
 Worked by Main or Independent Engines? **MAIN**
EDWARD'S TYPE

No. of Circulating Pumps **ONE** Diar. **✓** Stroke **✓**
 Type of " **CENTRIFUGAL**
 Diar. of " Suction from Sea **9"**
 Has each Pump a Bilge Suction with Non-return Valve? **Yes.** Diar. **6"**
Ballast.
 What other Pumps can circulate through Condenser?

No. of Feed Pumps on Main Engine **2** Diar. **4½"** Stroke **22'**
 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** Diar. **5"** Stroke **8"**
 What other Pumps can feed the Boilers? **Indep. Feed, G. S., + Harbour**
Donkey.

No. of Bilge Pumps on Main Engine **2** Diar. **4½"** Stroke **22'**
 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 (+ Circulating.)**

Are all Bilge Suctions fitted with Roses? **Yes, except m/cy spaces,**
 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? **"**
 Are they placed so as to be easily accessible? **"**
 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.**

BOILERS

Works No. **828**
 No. of Boilers **2**
 Type **CYLINDRICAL MULTITUBULAR**
 Single or Double-ended **SINGLE**
 No. of Furnaces in each **2**
 Type of Furnaces **DELIGHTON**
 Date when Plan approved **20.12.28**
 Approved Working Pressure **210 lbs**
 Hydraulic Test Pressure **285 lbs**
 Date of Hydraulic Test **18/6/29 and 20/1/29**
 " when Safety Valves set **2/7/29**
 Pressure at which Valves were set **210 lbs**
 Date of Accumulation Test **2/7/29**
 Maximum Pressure under Accumulation Test **(over)**
 System of Draft **Natural**
 Can Boilers be worked separately? **Yes.**
 Make of Plates **GUTHRIE & CO. BREMEN, GERMANY**

where mud boxes with straight tail pipes.



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Are the Water Gauges fitted direct to the Boiler Shells or mounted on Pillars? **MOUNTED ON PILLARS**

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

Are these Pipes connected to Boilers by Cocks or Valves? ✓

Are Blow-off Cocks or Valves fitted on Boiler Shells? **On back end plates.**

No. of Strakes of Shell Plating in each Boiler **ONE**

„ Plates in each Strake **2**

Thickness of Shell Plates Approved **$1\frac{17}{32}$ "**

„ „ in Boilers **"**

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 **$1\frac{5}{32}$ "**

„ inside „ **$1\frac{3}{32}$ "**

Are Longitudinal Seams Hand or Machine Riveted? **Machine.**

Are they Single, Double, or Treble Riveted? **TREBLE**

No. of Rivets in a Pitch **5**

Diar. of Rivet Holes **$1\frac{9}{16}$ "** Pitch **$10\frac{23}{32}$ "**

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? **Hand Machine.**

Diar. of Rivet Holes **$1\frac{9}{16}$ "** Pitch **4'31"**

No. of Rows of Rivets in Back End Circumferential Seams **2**

Are these Seams Hand or Machine Riveted? **Machine.**

Diar. of Rivet Holes **$1\frac{9}{16}$ "** Pitch **4'31"**

Size of Manholes in ~~the~~ Front End Plate **$16" \times 12"$**

Dimensions of Compensating Rings **✓**



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Thickness of End Plates in Steam Space Approved

" " " " " in Boilers

Pitch of Steam Space Stays

Diar. " " " Approved $3\frac{1}{4}$ " Threads per Inch

" " " " " in Boilers " "

Material of " " "

How are Stays Secured?

Diar. and Thickness of Loose Washers on End Plates

" " Riveted " "

Width " " Doubling Strips "

Thickness of Middle Back End Plates Approved

" " " " " in Boilers

Thickness of Doublings in Wide Spaces between Fireboxes

Pitch of Stays at " " " "

Diar. of Stays Approved $1\frac{7}{8}$ " Threads per Inch

" " in Boilers " "

Material "

Are Stays fitted with Nuts outside?

Thickness of Back End Plates at Bottom Approved

" " " " " in Boilers

Pitch of Stays at Wide Spaces between Fireboxes

Thickness of Doublings in " "

Thickness of Front End Plates at Bottom Approved

" " " " " in Boilers

No. of Longitudinal Stays in Spaces between Furnaces

$1\frac{3}{32}$ "

"

$18\frac{1}{2}$ " & 21 " x 17 "

6

"

STEEL

DOUBLE NUTS

12 " x 1 "

✓

✓

$\frac{27}{32}$ "

✓

$9\frac{3}{4}$ " x $9\frac{1}{4}$ "

9

"

STEEL

YES

$\frac{27}{32}$ "

"

$9\frac{3}{4}$ " x $9\frac{1}{4}$ "

✓

$1\frac{1}{16}$ "

"

3



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Diar. of Stays Approved	TOP..... 2½" BOTTOM 2½"	Threads per Inch	6
" " in Boilers	"		"
Material			STEEL
Thickness of Front Tube Plates Approved			1 1/16"
" " " " in Boilers			"
Pitch of Stay Tubes at Spaces between Stacks of Tubes			8 1/4"
Thickness of Doublings in " " "			✓
" Stay Tubes at " " "			7/16"
Are Stay Tubes fitted with Nuts at Front End?			No.
Thickness of Back Tube Plates Approved			1 3/16"
" " " in Boilers			"
Pitch of Stay Tubes in Back Tube Plates			8 1/4"
" Plain "			4 1/8" x 4 1/2"
Thickness of Stay Tubes			7/16" & 5/16"
" Plain "			8 W.G.
External Diar. of Tubes			3"
Material			STEEL, Solid H.D.
Thickness of Furnace Plates Approved			47/64"
" " " in Boilers			"
Smallest outside Diar. of Furnaces			3'-9 7/32"
Length between Tube Plates			7'-3"
Width of Combustion Chambers (Front to Back)			3'-2 1/2" APPROX.
Thickness of " " Tops Approved			47/64"
" " " " in Boilers			"
Pitch of Screwed Stays in C.O. Tops			9 1/4"

Diar. of Screwed Stays Approved	6
" " in Boilers	"
Material	STEEL
Thickness of Combustion Chamber Tops Approved	1 1/16"
" " " " in Boilers	"
Pitch of Screwed Stays in C.O. Sides	8 1/4"
Diar. " " Approved	6
" " " " in Boilers	"
Material	STEEL
Thickness of Combustion Chamber Backs Approved	1 3/16"
" " " in Boilers	"
Pitch of Screwed Stays in C.O. Heads	8 1/4"
Diar. " " Approved	6
" " " in Boilers	"
Material	STEEL
Are all Screwed Stays fitted with Nuts inside C.O.?	Yes
Thickness of Combustion Chamber Bottoms	47/64"
No. of Girders over each Wing Chamber	3
Diar. " " " "	3
Depth and Thickness of " " Plates	10 1/2" x 3/8"
Material of Girders	STEEL
No. of Stays in each	3
No. of Tubes in each	3
Diar. of Tubes in each	3
Diar. of Tubes in each	3



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Diar. of Screwed Stays Approved $1\frac{7}{8}$ " Threads per Inch 9

" " " in Boilers "

Material " " STEEL

Thickness of Combustion Chamber Sides Approved $\frac{17}{64}$ "

" " " " in Boilers "

Pitch of Screwed Stays in C.O. Sides $9\frac{1}{4}" \times 9\frac{3}{4}"$

Diar. " " Approved $1\frac{7}{8}$ " Threads per Inch 9

" " " in Boilers "

Material " " STEEL

Thickness of Combustion Chamber Backs Approved $\frac{43}{64}$ "

" " " " in Boilers "

Pitch of Screwed Stays in C.O. Backs $8\frac{1}{2}" \times 8"$

Diar. " " Approved $1\frac{5}{8}" \times 2"$ Threads per Inch 9

" " " in Boilers "

Material " " STEEL

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

Thickness of Combustion Chamber Bottoms $\frac{15}{16}$ "

No. of Girders over each Wing Chamber 5

" " " Centre " 4

Depth and Thickness of Girders $10\frac{1}{2}" \times \frac{7}{8}"$ PLATES

Material of Girders STEEL

No. of Stays in each 3

No. of Tubes, each Boiler 108 STAY, 260 PLAIN. - 368 TOTAL.

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

VERTICAL DONKEY BOILERS

No. of Boilers

Type

Greatest In. Diar.

Height

Height of Boiler Crown above Fire Grate

Are Boiler Crowns Flat or Dished?

Internal Radius of Dished Ends

Thickness of Plates

Description of Seams in Boiler Crowns

Diar. of Rivet Holes

Pitch

Width of Overlap

Height of Firebox Crown above Fire Grate

Are Firebox Crowns Flat or Dished?

External Radius of Dished Crowns

Thickness of Plates

No. of Crown Stays

Diar.

Material

Internal Diar. of Firebox at Top

Bottom

Thickness of Plates

No. of Water Tubes

Ext. Diar.

Material of Water Tubes

Size of Manhole in Shell

Dimensions of Compensating Ring

Heating Surface, each Boiler

Grate Surface

SUPERHEATERS

Description of Superheaters

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.

Date of Hydrostatic Test

Diar.

Date when safety Valves set



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MAIN STEAM PIPES.

No. of Lengths	3
Material	Steel. (W)
Brazed, Welded or Seamless	Seamless.
Internal Diam.	4½"
Thickness	¼"
How are Flanges secured?	Sc'd exp'd.
Date of Hydraulic Test	one length 24/5/29 (G.M.S.); two lengths on 6/30/16/10
Test Pressure	

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.

a.

No. ONE Type CAST IRON. No. 91273 Tons per Day 20
 Makers G. & J. WEIR, LTD
 Safety valves set @ 3/7/29 Test Pressure Shell... 50 LBS Date of Test
 Working Pressure 25 LBS. Tubes 420 " 6-3-29
 Date of Test of Safety Valves under Steam 3/7/29.

FEED WATER HEATERS.

a.

No. ONE Type "DIRECT CONTACT" No. 91271
 Makers G. & J. WEIR, LTD
 Escape valve set @ Working Pressure 20 LBS. Test Pressure 40 LBS. Date of Test 28-1-29

FEED WATER FILTERS.

a.

No. One Type "Climax" Size
 Makers Hocking & Co., Ltd.
 Working Pressure 210 lb/sq Test Pressure 504 lb/sq Date of Test

LIST OF DONKEY PUMPS.

MAIN FEED PUMP 1 off. THOM, LAMONT & CO. LTD. No. 8 "8' x 5' x 8"
 AUXY FEED PUMP 1 off, " " " 6' x 4 1/2' x 6"
 BALLAST PUMP 1 off, " " " 9' x 11' x 12"
 CIRCULATING PUMP 1 off, Drysdale & Co. (centrifugal.)



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

Installation fitted by
No. and Description of Dynamos
Make of Dynamos
Capacity
Current Alternating or Continuous
Single or Double Wire System
Location of Dynamos
Main Switch Board
No. of Circuits to which switches are provided on Main Switch Board
Particulars of these Circuits:-

See "Baron Veruon."

Circuit	Number of Lamps	Number of Motors	Other	Particulars of these Circuits:-

Are Out-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits

On Aux. " " 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 Sizes?

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

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

Smallest Single Wire used, No. S.W.G., Largest, No. 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

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

is unimpaired?

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

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?

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

Has the Insulation Resistance over the whole system been tested?

Yes.

What does the Resistance amount to?

.6 Meg Ohms.

Is the Installation supplied with a Voltmeter?

" " " an Ampere Meter

Date of Trial of complete Installation *12/7/29* 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? *"*

The above correctly describes the Machinery of the S.S. "Baron Rausay"

as ascertained by ^{US} from personal examination

J. Wood Harrington

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

and *Geo. S. Macfarlane.*

Fees—

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

It is submitted that this Report be approved,

Gas Barr for Chief Surveyor.

Approved by the Committee for the Class of M.B.S.* on the 2nd October 1929

Fees advised

Fees paid



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Secretary.

GENERAL CONTRIBUTION

For

and the name of the person to whom the contribution was made

H.S. ... sp. R. ... G.S. ...

DOCKERY BOWMAN

H.S.

sp. R.

G.S.

EXHIBITS

L.E.C.

Cap. R.

Expenses

Total

It is submitted that this Report be approved.

and the name of the person to whom the contribution was made

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

Baron Ramsey

Form advised

Form paid

Harrington



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<u>GSM</u>	1/5/29	GSM
8/4/28	3 "	"
30/4/28	7 "	G.C.
17/12/28	13 "	
28/1/29	17 "	
4/2/29	22 "	a.m.s.
6 "	24 "	"
11 "	31 "	
12 "	3/6/29	"
18 "	10 "	G
21 "	17 "	S
25 "	21 "	"
28 "	24 "	
5/3/29	27 "	
7 "	2/7/29	
12 "	3 "	
15 "	12 "	
19 "		
25 "		
3/4/29		
10 "		
11 "		
15 "		
17 "		
22 "		
1/5/29		
3 "		



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