

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 & CO. LTD.

Works No. 857M.

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

Works No. 857M.

Makers of Donkey Boiler. NONE

Works No.

MACHINERY.

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THE BRITISH CORPORATION FOR THE SURVEY
AND
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Report No. No. in Register Book

S.S. " *BARON RAMSAY* "

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

Works No. *857.M.*

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

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 ~~Single Triple~~ ~~Twin Quadruple~~ Screw Steamship
— "BARON RAMSAY" —

Official No.

Port of Registry

Registered Owners

Engines Built by

D. & W. HENDERSON & CO. LTD.

at

GLASGOW.

Main Boilers Built by

D. & W. HENDERSON & CO. LTD.

at

GLASGOW.

Donkey " "

NONE.

at

Date of Completion

12/7/29

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 $21\frac{1}{2}$ " $37\frac{1}{2}$ " $62\frac{1}{2}$ " 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
 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 Firth 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, 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 date:—
 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 Stern

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

Is Single or Double Reduction Gear employed?

Diam. of 1st Reduction Pinion

" 1st " Wheel

Estimated Pressure per lineal inch

Diam. of 2nd Reduction Pinion

" 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 OR DESCRIPTION OF INSTALLATION.

No. of Turbo-generators

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

Diam. of 1st Reduction Pinion

" 1st " Wheel

Estimated Pressure per lineal inch

Diam. of 2nd Reduction Pinion

" 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.



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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

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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SHAFTING.

Are the Crank Shafts Built or Solid?

BUILT

No. of Lengths in each

3

Angle of Cranks

120°

Diar. by Rule

12'097"

Actual

12'3/8"

In Way of Webs

12'3/8"

" of Crank Pins

12'3/8"

Length between Webs

12'5/8"

Greatest Width of Crank Webs

1'-11 1/4"

Thickness

7 3/4"

Least " "

1'-11 1/4"

"

7 3/4"

Diar. of Keys in Crank Webs

1 7/8"

Length

4 3/4"

" Dowels in Crank Pins

✓

Length

✓

Screwed or Plain

✓

No. of Bolts each Coupling

6

Diar. at Mid Length

2 7/8"

Diar. of Pitch Circle

1'-6 1/4"

Greatest Distance from Edge of Main Bearing to Crank Web

1/4"

Type of Thrust Blocks

MICHELL

No. " Rings

one.

Diar. of Thrust Shafts at bottom of Collars

12'3/8"

No. of Collars

ONE

" " Forward Coupling

12'3/8"

At Aft Coupling

12'3/8"

Diar. of Intermediate Shafting by Rule

11'521"

Actual

11'9/16"

No. of Lengths

5

No. of Bolts, each Coupling

6

Diar. at Mid Length

2 7/8"

Diar. of Pitch Circle

1'-6 1/4"

Diar. of Propeller Shafts by Rule

12'917"

Actual

13'7/16"

At Couplings

1'-0 3/8"

Are Propeller Shafts fitted with Continuous Brass Liners?

YES

Diar. over Liners

1'-2 15/16"

Length of After Bearings

5'-8"

Of what Material are the After Bearings composed?

Lignum Vite.

Are Means provided for lubricating the After Bearings with Oil?

No.

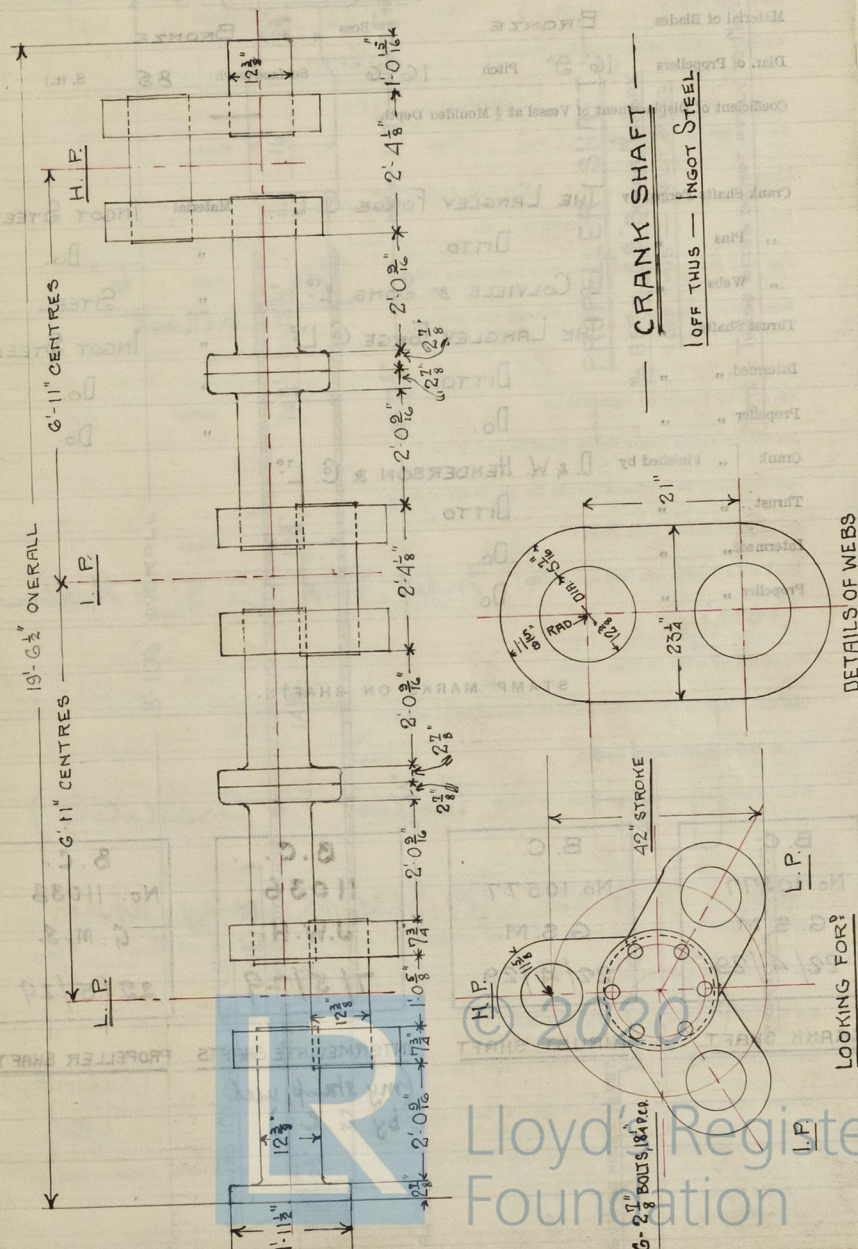
" " to prevent Sea Water entering the Stern Tubes?

"

If so, what Type is adopted?

—

SKETCH OF CRANK SHAFT.



DETAILS OF WEBS

LOOKING FOR?

I.P.

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No. of Blades each Propeller 4 Fitted or Solid? SOLID
 Material of Blades BRONZE Boss BRONZE
 Diam. 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 THE LANGLEY FORGE & CO. LTD Material INGOT STEEL
 „ Pins „ DITTO. „ Do.
 „ Webs „ D. COLVILLE & SONS, LTD „ STEEL
 Thrust Shafts „ THE LANGLEY FORGE & CO. LTD „ INGOT STEEL
 Intermed. „ „ DITTO. „ Do.
 Propeller „ „ Do. „ Do.
 Crank „ Finished by D. & W. HENDERSON & CO. LTD
 Thrust „ „ DITTO.
 Intermed. „ „ Do.
 Propeller „ „ Do.

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

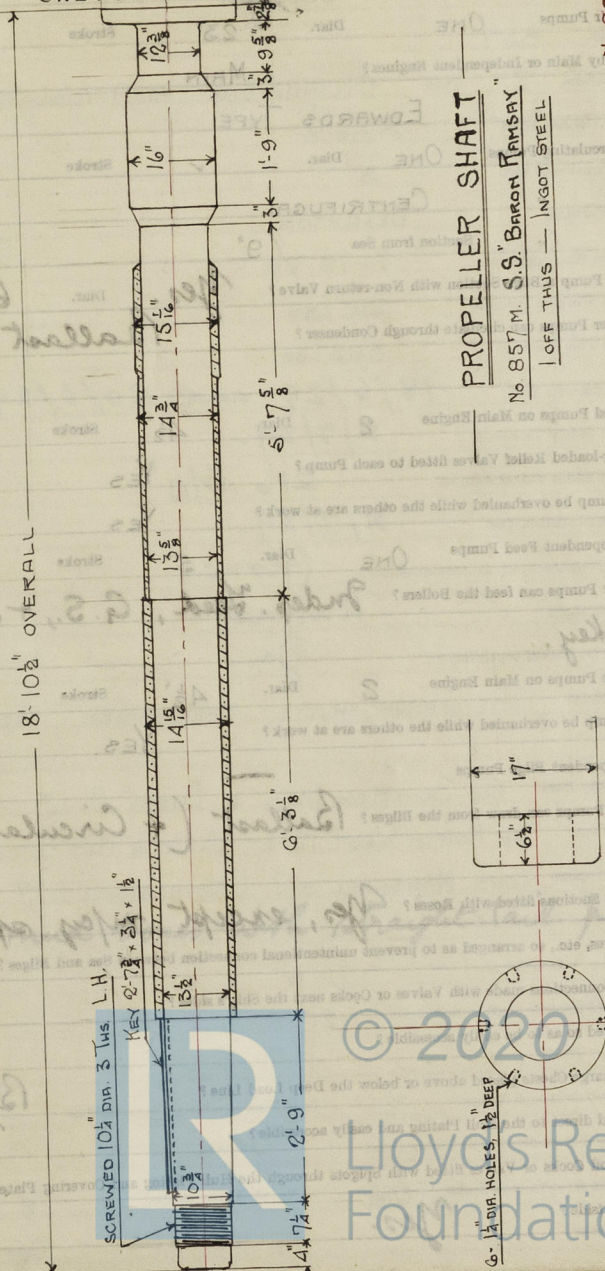
INTERMEDIATE SHAFTS

(my stamp, used by G.C.)

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

PROPELLER SHAFT

SKETCH OF PROPELLER SHAFT.



PROPELLER SHAFT

No 857 M. S.S. BARON RAMSAY
 LOFF THUS — INGOT STEEL

NOTE: THESE SIZES DO NOT APPLY TO No 856M.

PROPELLER NUT W.I.

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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"

What other Pumps can circulate through Condenser? Ballast.

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

No. of Boilers 2 The CYLINDRICAL MULTITUBULAR

Single or Double-ended SINGLE

No. of Furnaces in each 2

Type of Furnace DEIGHTON

Date when Plan approved 20.12.28

Approved Working Pressure 210 lbs

Hydraulic Test Pressure 250 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 Drafting Natural

Can Boilers be worked separately? Yes.

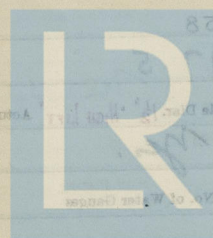
Makers of Plates GUTHRIE & SONS, GLASGOW

Key Bars THE BOTTOM IRON & STEEL CO. LTD.

Rivet THE NORTH WEST RIVET & NUT FACTORY

Fireman JOHN MARSHALL & CO. (MOTHERWELL) LTD.

where mud boxes with straight tail pipes.



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BOILERS.

Works No. 857

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 20-12-28.

Approved Working Pressure 210 LBS

Hydraulic Test Pressure 365 LBS.

Date of Hydraulic Test 18/6/29 and 20/6/29.

„ when Safety Valves set 2/7/29.

Pressure at which Valves were set 216 1/4"

Date of Accumulation Test 2/7/29.

Maximum Pressure under Accumulation Test (none)

System of Draught Natural.

Can Boilers be worked separately? Yes.

Makers of Plates GUTHOFFENSHUTTE, OBERHAUSEN, GERMANY.

„ Stay Bars THE SCOTTISH IRON & STEEL CO. LTD.

„ Rivets THE NORTH WEST RIVET, BOLT & NUT FACTORY.

„ Furnaces JOHN MARSHALL & CO. (MOTHERWELL) LTD.

Greatest Internal Diam. of Boilers 16'-0"

„ „ Length „ 11'-6"

Square Feet of Heating Surface each Boiler 2558

„ „ Grate „ „ 117.5

No. of Safety Valves each Boiler 2 Rule Diam. 1 1/2" "High Lift" Actual 2 1/4" "H.L."

Are the Safety Valves fitted with Easing Gear? Yes.

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

„ Test Cocks „ „ „ „ Salinometer Cocks ONE.

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 „

$1\frac{9}{32}$ "

Are Longitudinal Seams Hand or Machine Riveted?

Machine.

Are they Single, Double, or Treble Riveted?

TREBLE

No. of Rivets in a Pitch

5

Diam. 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?

✓

Diam. of Rivet Holes $1\frac{9}{16}$ " Pitch

✓

No. of Rows of Rivets in Front End Circumferential Seams

2

Are these Seams Hand or Machine riveted?

Hand Machine.

Diam. 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.

Diam. of Rivet Holes $1\frac{9}{16}$ " Pitch

4' 31"

Size of Manholes in ~~Back~~ Front End Plate

$16" \times 12"$

Dimensions of Compensating Rings

✓



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Thickness of End Plates in Steam Space Approved

$1\frac{9}{32}$ "

" " " " " in Boilers

"

Pitch of Steam Space Stays

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

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

6

" " " " " in Boilers

"

"

Material of " " "

STEEL

How are Stays Secured?

DOUBLE NUTS

Diar. and Thickness of Loose Washers on End Plates

12 " \times 1 "

" " Riveted " "

✓

Width " " Doubling Strips "

✓

Thickness of Middle Back End Plates Approved

$\frac{27}{32}$ "

" " " " " in Boilers

Thickness of Doublings in Wide Spaces between Fireboxes

✓

Pitch of Stays at " " " "

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

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

9

" " " " " in Boilers

"

Material "

STEEL

Are Stays fitted with Nuts outside?

YES

Thickness of Back End Plates at Bottom Approved

$\frac{27}{32}$ "

" " " " " in Boilers

"

Pitch of Stays at Wide Spaces between Fireboxes

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

Thickness of Doublings in " "

✓

Thickness of Front End Plates at Bottom Approved

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

" " " " " in Boilers

"

No. of Longitudinal Stays in Spaces between Furnaces

3



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Diar. of Stays Approved	Top..... $2\frac{1}{2}$ " Bottom $2\frac{1}{2}$ "	Threads per Inch	6
" " in Boilers	"		"
Material "			STEEL
Thickness of Front Tube Plates Approved			$1\frac{1}{16}$ "
" " " " in Boilers			"
Pitch of Stay Tubes at Spaces between Stacks of Tubes			$8\frac{1}{4}$ "
Thickness of Doublings in " " "			✓
" Stay Tubes at " " "			$\frac{7}{16}$ "
Are Stay Tubes fitted with Nuts at Front End?			No.
Thickness of Back Tube Plates Approved			$\frac{13}{16}$ "
" " " in Boilers			"
Pitch of Stay Tubes in Back Tube Plates			$8\frac{1}{4}$ "
" Plain "			$4\frac{1}{8}" \times 4\frac{1}{2}"$
Thickness of Stay Tubes			$\frac{7}{16}"$ & $\frac{5}{16}"$
" Plain "			8 W.G.
External Diar. of Tubes			3"
Material "			STEEL, Solid H.D.
Thickness of Furnace Plates Approved			$\frac{47}{64}$ "
" " " in Boilers			"
Smallest outside Diar. of Furnaces			$3'-9\frac{7}{32}"$
Length between Tube Plates			7'-3"
Width of Combustion Chambers (Front to Back)			$3'-2\frac{1}{2}"$ APPROX.
Thickness of " " Tops Approved			$\frac{47}{64}$ "
" " " " in Boilers			"
Pitch of Screwed Stays in C.O. Tops			$9\frac{1}{4}"$

Diagonal of Screwed Stays Approved	$1\frac{1}{8}"$	Threads per Inch	6
" " in Boilers	"		"
Material "			STEEL
Thickness of Combustion Chamber Stays Approved			$1\frac{1}{16}"$
" " " in Boilers			"
Pitch of Screwed Stays in C.O. Sides			$8\frac{1}{4}"$
Diagonal of " " Approved	$1\frac{1}{8}"$	Threads per Inch	6
" " in Boilers	"		"
Material "			STEEL
Thickness of Combustion Chamber Bores Approved			$\frac{13}{16}"$
" " " in Boilers			"
Pitch of Screwed Stays in C.O. Heads			$8\frac{1}{4}"$
Diagonal of " " Approved	$1\frac{1}{8}"$	Threads per Inch	6
" " in Boilers	"		"
Material "			STEEL
Are all Screwed Stays fitted with Nuts inside C.O.?			Yes
Thickness of Combustion Chamber Bottoms			$\frac{13}{16}"$
No. of Girders over each Wing Chamber			3
" " " " " "			4
Depth and Thickness of " " " "			$10\frac{1}{2}" \times \frac{3}{4}"$
Material of Girders			STEEL
No. of Stays in each			3
No. of Tubes over each Wing Chamber			3
Diagonal of " " " "			$1\frac{1}{8}"$



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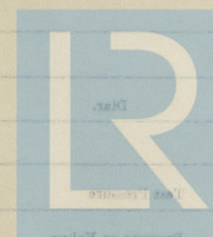
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Diar. of Screwed Stays Approved	$1\frac{7}{8}$ "	Threads per Inch	9
" " " in Boilers	"		
Material " "		STEEL	
Thickness of Combustion Chamber Sides Approved		$\frac{17}{64}$ "	
" " " " in Boilers		"	
Pitch of Screwed Stays in C.O. Sides		$9\frac{1}{4}$ " & $9\frac{3}{4}$ "	
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		$8\frac{1}{2}$ " & 8"	
Diar. " " Approved	$1\frac{5}{8}$ " & 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		$10\frac{1}{4}$ " & $\frac{7}{8}$ " 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" & 12"		

VERTICAL DONKEY BOILERS.

No. of Boilers	Type
Greatest Int. Diam.	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	Diam. of River Hoies
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	Diam.
Internal Diam. of Firebox at Top	Bottom
No. of Water Tubes	Ext. Diam.
Material of Water Tubes	Thickness
Size of Manhole in Shell	
Dimensions of Connecting Ring	
Heating Surface, each Boiler	Gross Surface

SUPERHEATERS.



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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
Test Pressure	630 lb/□.

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

SUPERHEATERS.

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

27/6/29



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EVAPORATORS.

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.

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.

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' 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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OTHER ARTICLES OF SPARE GEAR:—

5 PIECES OF ROUND IRON, $\frac{3}{8}$ ", $\frac{1}{2}$ ", $\frac{5}{8}$ ", $\frac{3}{4}$ ", 1" x 15'-0"

G HOLDING DOWN BOLTS.

1 SET OF FILTER MATS.

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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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No. of Machines	Time required to obtain this result	Temp. at start	Temp. at end of test	CONTRACTOR

Particulars of these Circuits:-

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

Particulars of these Circuits:-

No. of Circuits

Are all Joints in Cable properly insulated and protected by suitable means?

Installation Fitted by *Telford Brier & Mackay Ltd.*

No. and Description of Dynamos *One 8 Kw. comp. wound.*

Makers of Dynamos *W.H. Allen, Sons & Co. Ltd.*

Capacity " *73* Amperes, at *110* Volts, *330* Revols. per Min.

Current Alternating or Continuous *Continuous*

Single or Double Wire System *Double*

Position of Dynamos *Above store, Engine room.*

" Main Switch Board " " " "

No. of Circuits to which Switches are provided on Main Switch Board *6*

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.
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See "Baron Vernon."

Total No. of Lights

No. of Motors driving Fans, &c.

Current required for Motors and Heaters

Do not assume or suppose

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

See "Baron Vernon."

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

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?

What does the Resistance amount to?

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?

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 Ramsay"

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 ...	£	:	:	:

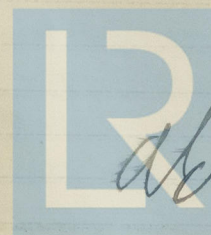
It is submitted that this Report be approved,

Jas 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 CONSTRUCTION

Total

MAIN BOILER

H.S. 1st fl.

G.S.

DONKEY BOILER

H.S. 2nd fl.

G.S.

ENGINE

L.F.C. 1st fl.

G.S.

Towing etc.

G.S.

G.S.

Expenses

G.S.

Total

It is submitted that this Report be approved.

G.S. 1st fl.

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

Baron Ramsey

Form advised

Form paid

Harrington

and Sec. S. Magdalen



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GSM
8/4/28
30/4/28
12/12/28
28/1/29
4/2/29
6 "

11 "
12 "
18 "
21 "
25 "
28 "

5/3/29

7 "

12 "

15 "

19 "

25 "

3/4/29

10 "

11 "

15 "

17 "

22 "

1/5/29

3 "

1/5/29 GSM

3 "

7 "

13 "

17 "

22 "

24 "

31 "

3/6/29

10 "

17 "

21 "

24 "

27 "

2/7/29

3 "

12 "

"

G.C.

G.M.S.

"

"

G

S

"



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