

No 2093

THE BRITISH CORPORATION FOR THE SURVEY  
AND  
REGISTRY OF SHIPPING.

Report No. 2044 No. in Register Book

3385

S.S.

BRAMPTON  
"Wellandoc"

E.L. King doc  
see King doc

Makers of Engines

MacCall & Pollock Ltd.

Works No.

355.

Makers of Main Boilers

MacCall & Pollock Ltd.

Works No.

355.

Makers of Donkey Boiler

✓

Works No.

✓

MACHINERY.



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002559-002567-0091

No. *James Caird 23.4*

THE BRITISH CORPORATION FOR THE SURVEY  
AND  
REGISTRY OF SHIPPING.

Report No. .... No. in Register Book .....

Received at Head Office *21<sup>st</sup> August 1928*

Surveyor's Report on the New Engines, Boilers, and Auxiliary  
Machinery of the ~~Single Triple~~ *Single Triple* Screw *WELLANDOC*

Official No. *149455* Port of Registry *Newcastle*  
Registered Owners *Paterson Steamships Ltd*

Engines Built by *MacColl & Pollock Ltd*  
at *Sunderland.*

Main Boilers Built by *MacColl & Pollock Ltd*  
at *Sunderland.*

Donkey " " ✓  
at ✓

Date of Completion *22.6.27*

First Visit *3.12.26.* Last Visit *22.6.27* Total Visits *48*



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Same as 353. / 4

## RECIPROCATING ENGINES.

Works No. 345 No. of Sets One Description Rachedoc Hamiltons

Triple expansion.

No. of Cylinders each Engine Three No. of Cranks Three  
 Diars. of Cylinders 15", 25" & 40" Strokes 33"  
 Cubic feet in each L.P. Cylinder 24"

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

" " " each Receiver?

Type of H.P. Valves,

" 1st I.P. "

" 2nd I.P. "

" L.P. "

" Valve Gear

" Condenser

Piston valve

D. Slide valve.

D. Slide valve

Stephenson Link.

Surface 4 flow Cooling Surface 403 sq. ft.

Diameter of Piston Rods (plain part) 4. Screwed part (bottom of thread) 2.03

Material " Rolled steel bar.

Diar. of Connecting Rods (smallest part) 3 7/8" Material Forged Iron.

" Crosshead Gudgeons 4 1/8" Length of Bearing 2 @ 3 7/8" Material Forged Iron.

No. of Crosshead Bolts (each) 4 Diar. over Thrd. 1 3/4" Thrds. per inch 6 Material Steel

" Crank Pin " " 2 " 2 1/4" " 6 " "

" Main Bearings 6 Lengths 4 7/8

" Bolts in each 2 Diar. over Thread 2 1/8" Threads per inch 6 Material Steel

" Holding Down Bolts, each Engine 50 Diar. 3 1/2 - 1 3/8" 6 - 1 1/4" 12 - 1" No. of Metal Chocks 50.

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

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

If not, how are they fitted? ✓

Tank top.  
Yes.

Connecting Rods, Forged by

Piston " "

Crossheads, " "

Connecting Rods, Finished by

Piston " "

Crossheads, " "

Date of Harbour Trial

" Trial Trip

Trials run at

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

If so, what was the L.H.P.?

Pressure in 1st I.P. Receiver,

Speed on Trial

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

data:—

Builders' estimated L.H.P.

Estimated Speed

Brown Bros. Stockton

Raine &amp; Co.

Brown Bros.

MacCall + Pollock.

10.6.24.

22nd June 1924.

off R. Dyne.

Rough weather.

914

Revs. per min. 101 1/2

lbs., 2nd L.P., lbs., L.P., lbs., Vacuum, ins.

4.86 (approx)

Revs. per min.



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## SHAFTING.

Are the Crank Shafts Built or Solid? *Built*

No. of Lengths in each *One* Angle of Cranks *120°*

Diar. by Rule Actual *8 $\frac{3}{8}$*  In Way of Webs *8 $\frac{1}{2}$*

" of Crank Pins *8 $\frac{3}{8}$*  Length between Webs *8"*

Greatest Width of Crank Webs *15 $\frac{3}{4}$*  Thickness *5 $\frac{3}{16}$*

Least " " *12"* " *5 $\frac{3}{16}$*

Diar. of Keys in Crank Webs *1 $\frac{3}{4}$*  Length *4*

" Dowels in Crank Pins *1* Length *3* Screwed on Plate *Screwed*

No. of Bolts each Coupling *6* Diar. at Mid Length *2* Diar. of Pitch Circle *12"*

Greatest Distance from Edge of Main Bearing to Crank Web

Type of Thrust Blocks *Multi-Collar.*

No. " Rings *Four.*

Diar. of Thrust Shafts at bottom of Collars *8 $\frac{3}{8}$*  No. of Collars *Four*

" " Forward Coupling *8"* At Aft Coupling *8"*

Diar. of Intermediate Shafting by Rule *None* Actual No. of Lengths

No. of Bolts, each Coupling Diar. at Mid Length Diar. of Pitch Circle

Diar. of Propeller Shafts by Rule Actual *9 $\frac{1}{8}$*  At Couplings *8 $\frac{3}{8}$*

Are Propeller Shafts fitted with Continuous Brass Liners? *Yes*

Diar. over Liners *10 $\frac{5}{16}$*  Length of After Bearings *3'-0 $\frac{1}{2}$ "*

Of what Material are the After Bearings composed? *Rignum Vitae.*

Are Means provided for lubricating the After Bearings with Oil? *Yes*

" " to prevent Sea Water entering the Stern Tubes? *No.*

If so, what Type is adopted? *-*

## SKETCH OF CRANK SHAFT.

*Handwritten notes and sketches of a crank shaft, including dimensions and labels such as 'Diar. of Propeller Shaft', 'Length of Propeller Shaft', and 'Diar. of Pitch Circle'.*

*Handwritten notes and sketches of a propeller shaft, including dimensions and labels such as 'Diar. of Propeller Shaft', 'Length of Propeller Shaft', and 'Diar. of Pitch Circle'.*



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No. of Blades each Propeller *Low* Fitted or Solid? *Fitted*  
 Material of Blades *C.I. + Steel mixture* Boss *Cast iron*  
 Diam. of Propellers *12'-0"* Pitch *9'-4 1/4"* Surface (each) *46* S. ft.  
 Coefficient of Displacement of Vessel at  $\frac{3}{4}$  Moulded Depth

Crank Shafts Forged by *Gutthoffnungshutte* Material *I.S.*  
 „ Pins „ *✓* „ *✓*  
 „ Webs „ *✓* „ *✓*  
 Thrust Shafts „ *✓* „ *✓*  
 Intermed. „ „ *None* „ *-*  
 Propeller „ „ *Burmeister + Wainne* „ *IS*  
 Crank „ Finished by *Gutthoffnungshutte.*  
 Thrust „ „ *do*  
 Intermed. „ „ *None*  
 Propeller „ „ *MacLeod & Pollock.*

## STAMP MARKS ON SHAFTS.

{ Crank shaft made completely in Germany  
 Thrust a - do - *@*  
 162594.59. BC 1. G. J. L. 24  
 167023.81. BC. 1 G. J. L. 24.

Crank Thrust & propeller shaft  
marked BC. 10453 J.L. 27.4.27.

## SKETCH OF PROPELLER SHAFT.

*Same as 353/4.*  
*"Lachnie doc"*  
*"Hamildoc"*



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## BOILERS.

Works No. **355**

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

Single or Double-ended **Single**

No. of Furnaces in each **Two**

Type of Furnaces **Dighton Section**

Date when Plan approved **11.12.76.**

Approved Working Pressure **180 lbs.**

Hydraulic Test Pressure **320 .**

Date of Hydraulic Test **6.5.27.**

„ when Safety Valves set **10.6.27.**

Pressure at which Valves were set **185 lbs.**

Date of Accumulation Test **none**

Maximum Pressure under Accumulation Test **-**

System of Draught **Howdon Forced draught.**

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

Makers of Plates **Steel Coy of Scotland.**

„ Stay Bars **do**

„ Rivets **Rivet Bolt nut Coy.**

„ Furnaces **Dighton.**

Greatest Internal Diam. of Boilers **10' 1  $\frac{3}{16}$ ''**

„ „ Length „ **10' 9  $\frac{15}{16}$ ''**

Square Feet of Heating Surface each Boiler **1068.43**

„ „ Grate „ „ **32.34**

No. of Safety Valves each Boiler **1. Double** Rule Diam. Actual  **$2\frac{1}{2}$  ordinary**

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

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

„ Test Cocks „ **Three.** „ „ Salinometer Cocks **One**



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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? *Direct*

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

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

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

Plates in each Strake *1/2 inch*

Thickness of Shell Plates Approved *1/2 inch*

in Boilers *1/2 inch*

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 *1/2 inch*

inside *1/2 inch*

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

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

No. of Rivets in a Pitch *2 1/2 inch of Scotland*

Diar. of Rivet Holes Pitch

No. of Rows of Rivets in Centre Circumferential Seams

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

Diar. of Rivet Holes Pitch

No. of Rows of Rivets in Front End Circumferential Seams

Are these Seams Hand or Machine riveted? *Hand*

Diar. of Rivet Holes Pitch

No. of Rows of Rivets in Back End Circumferential Seams

Are these Seams Hand or Machine Riveted? *Hand*

Diar. of Rivet Holes Pitch

Size of Manholes in Shell *18 inch*

Dimensions of Compensating Rings *18 inch*



Thickness of End Plates in Steam Space Approved

" " " " " in Boilers

Pitch of Steam Space Stays

Diar. " " " " Approved 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 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

Threads per Inch

Thick. of Stays Approved

in Boilers

Material

Thickness of Front End Plates Approved

in Boilers

Pitch of Stay Tubes at Spaces between Ends of Tubes

Thickness of Doublings in

Stay Tubes at

Are Stay Tubes fitted with Nuts at Front End ?

Thickness of Back End Plates Approved

in Boilers

Pitch of Stay Tubes in Back Tube Frame

Material

Thickness of Stay Tubes

Material

External Diam. of Tubes

Material

Thickness of Furnace Plates Approved

in Boilers

Thickness outside Diam. of Furnaces

Length between

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Pitch of

Diar. of Stays Approved                      Threads per Inch

„ „ in Boilers

Material „

Thickness of Front Tube Plates Approved

„ „ „ „ in Boilers

Pitch of Stay Tubes at Spaces between Stacks of Tubes

Thickness of Doublings in „ „ „

„ Stay Tubes at „ „ „

Are Stay Tubes fitted with Nuts at Front End ?

Thickness of Back Tube Plates Approved

„ „ „ in Boilers

Pitch of Stay Tubes in Back Tube Plates

„ Plain „

Thickness of Stay Tubes

„ Plain „

External Diar. of Tubes

Material „

Thickness of Furnace Plates Approved

„ „ „ in Boilers

Smallest outside Diar. of Furnaces

Length between Tube Plates

Width of Combustion Chambers (Front to Back)

Thickness of „ „ Tops Approved

„ „ „ in Boilers

Pitch of Screwed Stays in C.O. Tops

Threads per Inch

Diar. of Screwed Stays Approved

„ „ in Boilers

Material „

Thickness of Combustion Chamber Plates Approved

„ „ „ „ in Boilers

Pitch of Screwed Stays in C.O. Tops

Threads per Inch

Diar. „ „ Approved

„ „ in Boilers

Material „

Thickness of Combustion Chamber Plates Approved

„ „ „ „ in Boilers

Pitch of Screwed Stays in C.O. Tops

Threads per Inch

Diar. „ „ Approved

„ „ in Boilers

Material „

Are all Screwed Plates fitted with Nuts inside C.O. ?

Thickness of Combustion Chamber Bottoms

No. of Rivets over each Wing Flange

„ „ „ „

„ „ „ „

„ „ „ „

„ „ „ „



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Diam. of Screwed Stays Approved Threads per Inch

" " " in Boilers

Material " "

Thickness of Combustion Chamber Sides Approved

" " " " in Boilers

Pitch of Screwed Stays in C.O. Sides

Diam. " " Approved Threads per Inch

" " " in Boilers

Material " "

Thickness of Combustion Chamber Backs Approved

" " " " in Boilers

Pitch of Screwed Stays in C.O. Backs

Diam. " " Approved Threads per Inch

" " " in Boilers

Material " "

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

Thickness of Combustion Chamber Bottoms

No. of Girders over each Wing Chamber

" " " Centre "

Depth and Thickness of Girders

Material of Girders

No. of Stays in each

No. of Tubes, each Boiler

Size of Lower Manholes

VERTICAL DONKEY BOILERS

No. of Boilers	Type
Height in Feet	Height in Feet
Height of Boiler Crown above the Grate	Height of Boiler Crown above the Grate
Thickness of Plates	Thickness of Plates
Thickness of Girders	Thickness of Girders
Height of Furnace Crown above the Grate	Height of Furnace Crown above the Grate
Are Furnace Girders Flat or Dished?	Are Furnace Girders Flat or Dished?
Internal Radius of Internal Girders	Internal Radius of Internal Girders
No. of Crown Stays	Diam.
External Diam. of Furnace at Top	Thickness of Plates
No. of Water Tubes	Ext. Diam.
Internal of Water Tubes	Internal of Water Tubes
Size of Manhole in Side	Dimensions of Connecting Ring
Dimensions of Connecting Ring	Howing outside each Boiler
Howing outside each Boiler	Howing outside each Boiler

SUPERHEATERS



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## MAIN STEAM PIPES.

No. of Lengths	2	2
Material	Copper	-
Brazed, Welded or Seamless	Seamless	-
Internal Diam.	3.5"	-
Thickness	4-g.	-
How are Flanges secured?	Brazed	-
Date of Hydraulic Test	2.3.24	18.3.27
Test Pressure	360 lbs	-
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		

## MAIN EVAPORATORS

9.5 pump  
 3.5" diam  
 4" thick

## FEED WATER HEATERS

8.97  
 180 lbs pressure  
 4.20  
 28.4.27

## FEED WATER FILTERS

180 lbs pressure  
 4.20  
 28.4.27



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## EVAPORATORS.

No.	Type	Tons per Day
	<i>Copper</i>	
Makers		
Working Pressure	Test Pressure	Date of Test
Date of Test of Safety Valves under Steam		

## FEED WATER HEATERS.

No. <i>One</i>	Type <i>Boiler Heater Type No 8.</i>	
Makers	<i>Waldon &amp; Brooke</i>	
Working Pressure	<i>180 lbs</i> Test Pressure	Date of Test

## FEED WATER FILTERS.

No. <i>One</i>	Type <i>High pressure.</i>	Size <i>2 1/2"</i>
Makers	<i>MacCod &amp; Pollock.</i>	
Working Pressure	<i>180 lbs</i> Test Pressure	<i>450 lb</i> Date of Test <i>28.4.27.</i>

## LIST OF DONKEY PUMPS.

<i>Ballast Pump</i>	<i>9 1/2 x 11 1/2 x 11</i>	<i>MacCod &amp; Pollock</i>
<i>G. S. pump</i>	<i>6 x 4 x 6</i>	<i>-do-</i>
<i>Sanitary</i>	<i>3 1/2 x 3 1/2 x 4</i>	<i>Mumford</i>
<i>freshwater</i>	<i>-do-</i>	<i>-do-</i>



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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.

COMPARTMENT.	Temp. at beginning of Trial.	Temp. at end of Trial.	Time required to obtain this Result.	Rise of Temp. after hours.
<i>Starboard hold</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Port hold</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Fore hold</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Aft hold</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Deck</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Engine room</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Galley</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Stowage</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Water tank</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Oil tank</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Coal bunker</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Ballast tank</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Hold</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
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<i>Stowage</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Water tank</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Oil tank</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Coal bunker</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Ballast tank</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Hold</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Deck</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Engine room</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
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<i>Ballast tank</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
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<i>Galley</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
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<i>Water tank</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
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<i>Galley</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Stowage</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Water tank</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Oil tank</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Coal bunker</i>	<i>50°</i>	<i>45°</i>	<i>10 min</i>	<i>10 min</i>
<i>Ballast tank</i>	<i>50°</i>	<i>45°</i>	<i>10</i>	

## ELECTRIC LIGHTING.

Installation Fitted by  
 No. and Description of Dynamos  
 Makers of Dynamos  
 Capacity  
 Current Alternating or Continuous  
 Single or Double Wire System  
 Position of Dynamos  
 Main Switch Board  
 No. of Circuits to which Switches are provided on Main Switch Board

## ELECTRIC LIGHTING.

Installation Fitted by

Swan Hunter &amp; W. R. Ltd.

No. and Description of Dynamos

One compound wound.

Makers of Dynamos

Sunderland Forge &amp; Eng'g.

Capacity

Amperes, at 110 Volts, 380 Revols. per Min.

Current Alternating or Continuous

Continuous

Single or Double Wire System

Single

Position of Dynamos

In engine room on lower platform

Main Switch Board

near dynamo

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

4

Particulars of these Circuits:—

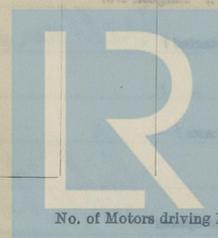
Circuit.	Number of Lights.	Candle Power.	Current Required. Amps.	Size of Conductor.	Current Density.	Conductivity of Conductor.	Insulation Resistance per Mile.
Same as			"Kingdoc"			1236 Sng No	
			"Porondoc"			1038	

Total No. of Lights

No. of Motors driving Fans, &amp;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

*Installation Report by*  
*No. and Description of Dynamos*  
*Labels of Dynamos*  
*Capacity*  
*Current Distribution or Connections*  
*Single or Double Wire System*  
*Position of Dynamos*  
*Main Switch Board*  
*No. of Circuits to which Cables are provided on Main Switch Board*  
*Particulars of these Circuits*

Circuit	Particulars of these Circuits

Are Cut-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 Cut-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?

*700,000*

Ohms.

Is the Installation supplied with a Voltmeter?

" " " an Ampere Meter?

Date of Trial of complete Installation *10.6.27.* Duration of Trial *6 hrs.*

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

It is estimated that the Report be approved.

The Insulation Test of the Construction of Engines and Boilers so far as could be seen and tested.

Approved by the Commission.



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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. *Yes*

*00000*

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 *me* from personal examination

*Wellandoe*

*John Lundgren*  
 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.E.	"	:	:	
		£	:	:
ENGINES.				
L.P.C.	Cub. ft.	:	:	
		£	:	:
Testing, &c. ...		:	:	
Expenses ...		:	:	
Total ...	£	:	:	

It is submitted that this Report be approved,

*Walter King*  
 Chief Surveyor.

Approved by the Committee for the Class of M.B.S.\* on the 22<sup>ND</sup> AUGUST, 1928

Fees advised

Fees paid



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 Secretary





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