

No. 2103

THE BRITISH CORPORATION FOR THE SURVEY  
AND  
REGISTRY OF SHIPPING.

Report No. 1882 No. in Register Book 3198

BARRIE

S.S. ROBERT P. KERNAN

Makers of Engines EJ. CODD & CO

Works No. 324

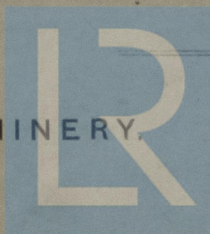
Makers of Main Boilers COLLINGWOOD & CO

Works No. 215

Makers of Donkey Boiler

Works No.

MACHINERY



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No.

THE BRITISH CORPORATION FOR THE SURVEY  
AND  
REGISTRY OF SHIPPING.

Report No. 1882 No. in Register Book 3198

Received at Head Office 27<sup>th</sup> August 1925

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

"Robert P. Kernan"

Official No.

Port of Registry

Registered Owners

Geo Hall Coal & Shipping Corp  
190 St James St. Montreal. Que.

Engines Built by

E J Codd & Co Ltd  
at Baltimore Md. U.S.A.

Main Boilers Built by

Bollingwood S.B. Co. Ltd  
at Bollingwood, Ont.

Donkey " "

Date of Completion

First Visit 13. 4. 25

Last Visit 16. 7. 25

Total Visits 9.

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## RECIPROCATING ENGINES.

Works No. *9/ EFC 324* No. of Sets *1* Description *Triple Expansion 3 Cylinder Surface Condensing 3 Crank.*

No. of Cylinders each Engine *Three* No. of Cranks *Three*  
 Diars. of Cylinders *15½" - 26" - 44"* Stroke *26"*  
 Cubic feet in each L.P. Cylinder  
 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*

*Piston*

*Slide*

*Stephenson Link Motion*

*Surface Condensing*

Cooling Surface

sq. ft.

Diameter of Piston Rods (plain part) *3¾"* Screwed part (bottom of thread) *2⅞"*

Material

*Ingot Steel*

Diar. of Connecting Rods (smallest part)

*3¾"*

Material

*J. S.*

" Crosshead Gudgeons

*4½"*

Length of Bearing

*5⅝"*

Material

*J. S.*

No. of Crosshead Bolts (each)

*4*

Diar. over Thrd.

*2½"*

Thrds. per inch

*4.5*

Material

*J. S.*

" Crank Pin

*2*

Diar. over Thrd.

*2½"*

Thrds. per inch

*4.5*

Material

*J. S.*

" Main Bearings

*6*

Lengths

*9½"*

" Bolts in each

*2*

Diar. over Thread

*2½"*

Threads per inch

*4.5*

Material

*J. S.*

" Holding Down Bolts, each Engine

*75*

Diar. *1⅛"*

No. of Metal Chocks

*75*

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

*Sizer Forge Co. Buffalo. N.Y.*

Piston

"

"

*Laclede Steel Co. St. Louis, Ill.*

Crossheads,

*Sizer Forge Co. Buffalo. N.Y.*

Connecting Rods, Finished by

*E. J. Codd Co. Ltd.*

Piston

"

"

*E. J. Codd Co. Ltd.*

Crossheads,

"

*E. J. Codd Co. Ltd.*

Date of Harbour Trial

*July 15<sup>th</sup> 1925.*

" Trial Trip

*July 16<sup>th</sup> 1925*

Trials run at

*Collingwood. Georgian Bay.*

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

*Yes.*

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

*830*

Revs. per min.

*117*

Pressure in 1st I.P. Receiver,

*57*

lbs., 2nd I.P.,

—

lbs., L.P.,

*8*

lbs., Vacuum, *26* ins.

Speed on Trial

*10.35 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.

*700.*

Revs. per min.

Estimated Speed



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## TURBINE ENGINES.

Works No. Type of Turbines  
 No. of H.P. Turbines No. of L.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 } 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.

" " 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 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.

No. of Turbines employed

Location of Installation

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

Is Single or Double Reduction Gear employed?

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

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

" " I.P. " "

" " L.P. " "

" " 1st Reduction Shaft

" " 2nd " "

" " Propeller Shaft

Total Shaft Horse Power

Date of Harbour Trial

" Trial Trip

Trials run at

Speed on Trial 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



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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 Gears

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

*1*

Angle of Cranks

*120°*

Diar. by Rule

Actual

*8 3/8"*

In Way of Webs

*8 3/8"*

" of Crank Pins

*8 3/8"*

Length between Webs

*10"*

Greatest Width of Crank Webs

*17"*

Thickness

*6 1/2" - 7"*

Least

" "

*17"*

" "

*" "*

Diar. of Keys in Crank Webs

*none*

Length

*none*

" Dowels in Crank Pins

*0*

Length

Screwed or Plain

No. of Bolts each Coupling

*6*

Diar. at Mid Length

*2 3/8"*

Diar. of Pitch Circle

*13"*

Greatest Distance from Edge of Main Bearing to Crank Web

*1/4"*

Type of Thrust Blocks

*Trough Horse Shoe*

No.

" Rings

*6*

Diar. of Thrust Shafts at bottom of Collars

*8 3/8"*

No. of Collars

*5*

" " Forward Coupling

*8 3/8"*

At Aft Coupling

*8 3/8"*

Diar. of Intermediate Shafting by Rule

Actual

No. of Lengths

No. of Bolts, each Coupling

Diar. at Mid Length

Diar. of Pitch Circle

Diar. of Propeller Shafts by Rule

*8 1/2"*

Actual

*8 1/2"*

At Couplings

*8 1/2"*

Are Propeller Shafts fitted with Continuous Brass Liners?

*yes*

Diar. over Liners

*10 1/2"*

Length of After Bearings

*3-6"*

Of what Material are the After Bearings composed?

*Brass with Lignum Vitae*

Are Means provided for lubricating the After Bearings with Oil?

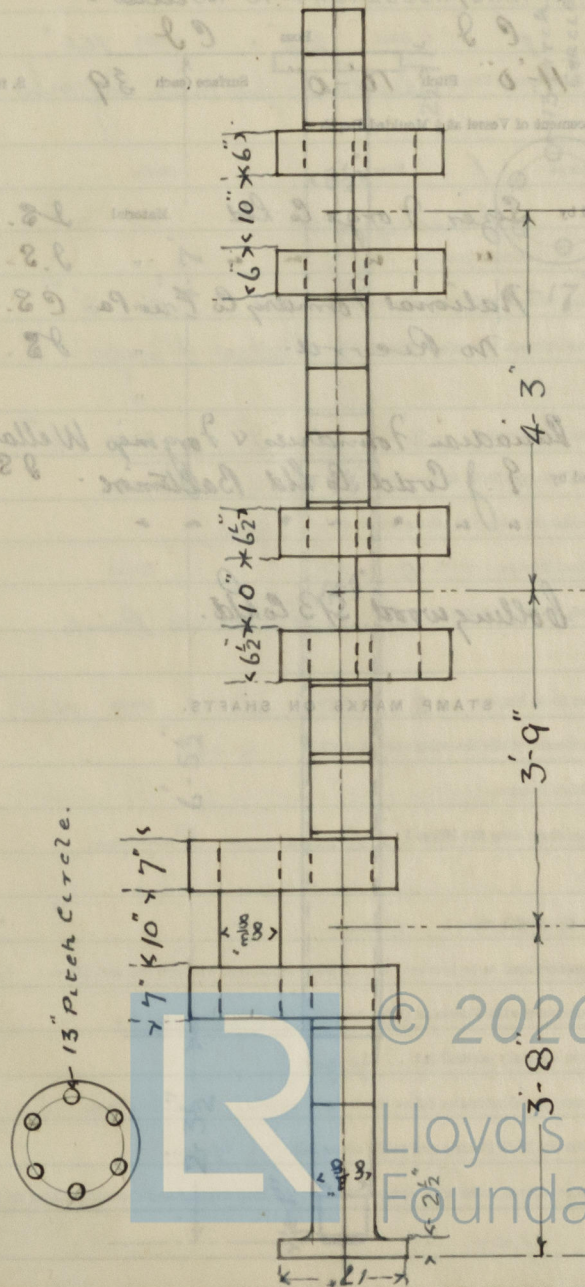
*no*

" " to prevent Sea Water entering the Stern Tubes?

*no*

If so, what Type is adopted?

## SKETCH OF CRANK SHAFT.









## PUMPS, ETC. TO MOTORS

No. of Air Pumps *1* Diar. *22"* Stroke *14"*  
 Worked by Main or Independent Engines? *By levers from main Engines.*

No. of Circulating Pumps *1* Diar. *22"* Stroke *14"*

Type of *Centrifugal*  
 Diar. of *Suction from Sea 6"*

Has each Pump a Bilge Suction with Non-return Valve? *Yes* Diar. *5"*

What other Pumps can circulate through Condenser? *2 Ballast Pumps*

No. of Feed Pumps on Main Engine *2* Diar. *3"* Stroke *14"*

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 *0* Diar. *3"* Stroke *14"*

What other Pumps can feed the Boilers? *General Service Pumps.*

No. of Bilge Pumps on Main Engine *2* Diar. *3"* Stroke *14"*

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? *2 Ballast 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? *Above*

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.



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## BOILERS.

Works No. *214-215*

No. of Boilers *2* Type *Cylindrical Multitubular*

Single or Double-ended *Single*

No. of Furnaces in each *Three*

Type of Furnaces *Morrison Corrugated*

Date when Plan approved

Approved Working Pressure *195 lbs.*

Hydraulic Test Pressure *350 lbs.*

Date of Hydraulic Test *8.5.25 22.5.25*

+ " when Safety Valves set *July 15<sup>th</sup> 1925.*

Pressure at which Valves were set *195 lbs per sq inch.*

Date of Accumulation Test *July 15<sup>th</sup> 1925.*

Maximum Pressure under Accumulation Test *198 lbs per sq in.*

System of Draught *Natural.*

Can Boilers be worked separately? *Yes*

Makers of Plates *The Carnegie Steel Corp Pittsburgh Pa.*

" Stay Bars *The Carnegie Steel Corp Holmslea Pa.*

" Rivets

" Furnaces *The Leeds Forge Co.*

Greatest Internal Diam. of Boilers *12'-6"*

" " Length " *16'-10"*

Square Feet of Heating Surface each Boiler *1573*

" " Grate " " *45'*

No. of Safety Valves each Boiler *2* Rule Diam. Actual *2 1/2"*

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

No. of Pressure Gauges, each Boiler *1* No. of Water Gauges *1*

" Test Cocks *3* " " " *1*



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

On Pillars

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

By Pipes

Are these Pipes connected to Boilers by Cocks or Valves?

Valves.

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

Two

Thickness of Shell Plates Approved

1 1/8"

" " in Boilers

1 1/8"

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

8/16"

" inside "

1"

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 3/16"

Pitch

7 1/16"

No. of Rows of Rivets in Centre Circumferential Seams

—

Are these Seams Hand or Machine Riveted?

—

Diam. of Rivet Holes

—

Pitch

—

No. of Rows of Rivets in Front End Circumferential Seams

2

Are these Seams Hand or Machine riveted?

Hand.

Diam. of Rivet Holes

1 3/16"

Pitch

3 3/4"

No. of Rows of Rivets in Back End Circumferential Seams

2

Are these Seams Hand or Machine Riveted?

Machine

Diam. of Rivet Holes

1 3/16"

Pitch

Hand. 3 3/4"

Size of Manholes in Shell

16" x 12"

Dimensions of Compensating Rings

34" x 31"



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Thickness of End Plates in Steam Space Approved

" " " " " in Boilers

Pitch of Steam Space Stays

Diar. " " " " Approved  $2\frac{1}{4}$ " Threads per Inch

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

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

$1\frac{5}{16}$ "

$1\frac{5}{16}$ "

$14\frac{1}{2}$ " +  $13\frac{3}{4}$ "

$2\frac{1}{4}$ "

$2\frac{1}{4}$ "

Steel

Double Nuts.

$\frac{5}{8}$ "

$\frac{5}{8}$ "

Steel

$\frac{5}{8}$ "

$\frac{5}{8}$ "

$\frac{3}{4}$ "

$\frac{3}{4}$ "

6.



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Diar. of Stays Approved

2 1/4"

Threads per Inch

" " in Boilers

2 1/4"

Material "

Steel.

Thickness of Front Tube Plates Approved

3/4"

" " " " in Boilers

3/4"

Pitch of Stay Tubes at Spaces between Stacks of Tubes

8" x 8 3/4"

Thickness of Doublings in

" " "

9/32"

" Stay Tubes at

" " "

Are Stay Tubes fitted with Nuts at Front End?

No

Thickness of Back Tube Plates Approved

3/4"

" " " in Boilers

3/4"

Pitch of Stay Tubes in Back Tube Plates

9" x 8 3/4"

" Plain "

14 1/2" x 14 3/8"

Thickness of Stay Tubes

9/32"

" Plain "

.15"

External Diar. of Tubes

3 1/4"

Material "

Steel.

Thickness of Furnace Plates Approved

.51"

" " " in Boilers

.51"

Smallest outside Diar. of Furnaces

37"

Length between Tube Plates

7' - 4 1/2"

Width of Combustion Chambers (Front to Back)

31 1/2" One.

Thickness of " " Tops Approved

5/8"

" " " in Boilers

5/8"

Pitch of Screwed Stays in O.C. Tops

7 1/2" x 6 3/8"



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## VERTICAL DONKEY BOILERS.

No. of Boilers Type *1/2*

Greatest Int. Diar. *24"* Height *2'*

Height of Boiler Crown above Fire Grate *2'*

Are Boiler Crowns Flat or Dished? *Flat*

Internal Radius of Dished Ends Thickness of Plates *1/2"*

Description of Seams in Boiler Crowns *Butt & riveted*

Diar. of Rivet Holes Pitch Width of Overlap *1/2"*

Height of Firebox Crowns above Fire Grate *2'*

Are Firebox Crowns Flat or Dished? *Flat*

External Radius of Dished Crowns Thickness of Plates *1/2"*

No. of Crown Stays Diar. Material *Steel*

External Diar. of Firebox at Top Bottom Thickness of Plates *1/2"*

No. of Water Tubes Ext. Diar. Thickness *1/2"*

Material of Water Tubes *Steel*

Size of Manhole in Shell *16"*

Dimensions of Compensating Ring *Steel*

Heating Surface, each Boiler Grate Surface *Steel*

## SUPERHEATERS.

Description of Superheaters

Where situated? *14'*Which Boilers are connected to Superheaters? *8 1/2" x 1 1/2"*Can Superheaters be shut off while Boilers are working? *Yes*No. of Safety Valves on each Superheater Diar. *2"*Are " " fitted with Easing Gear? *Yes*Date of Hydraulic Test Test Pressure *250 lbs*Date when Safety Valves set Pressure on Valves *150 lbs*

## MAIN STEAM PIPES



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## EVAPORATORS.

No. 0 Type 2 Tons per Day  
 Makers Schmidt & Co. New York  
 Working Pressure 100 Test Pressure 120 Date of Test 10/10/10  
 Date of Test of Safety Valves under Steam 10/10/10

## FEED WATER HEATERS.

No. 1 Type Exhaust Auxiliary Steam  
 Makers Davis Engineering Corporation Brooklyn, N.Y.  
 Working Pressure 100 Test Pressure 120 Date of Test 10/10/10

## FEED WATER FILTERS.

No. 1 Type Open. with Fiber Strainers  
 Makers Collingwood S/B Co Ltd.  
 Working Pressure Open Test Pressure 100 Date of Test 10/10/10

## LIST OF DONKEY PUMPS.

- 2 Duplex Vertical Ballast Pumps by Dean Bros  
 Indianapolis  
 1 Horizontal Duplex General Service Pump  
 Makers Buffalo Pump Co.  
 1 Horizontal Duplex Fresh Water Pump.  
 Makers. Worthington  
 1 Horizontal Duplex Sanitary Pump  
 Makers. Worthington  
 1 Horizontal Simplex Ice Machine Pump.  
 1 Drysdale Centrifugal Main Circulating  
 Pump.



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## SPARE GEAR LIST

No. of Top End Bolts.	2	No. of Bot. End Bolts.	2	No. of Cylinder Cover Studs	12
" Coupling Bolts	6	" Main Bearing Bolts	2	" Valve Chest "	
" Junk Ring Bolts	6	" Feed Pump Valves	2	" Bilge Pump Valves	2
" H.P. Piston Rings	1 set	" I.P. Piston Rings	1 set	" L.P. Piston Rings	
" " Springs		" " Springs		" " Springs	6
" Safety Valve "	0	" Fire Bars	100	" Feed Check Valves	2
" Piston Rods	0	" Connecting Rods	0	" Valve Spindles	0
" Air Pump Rods	0	" Air Pump Buckets	0	" Air Pump Valves	0
" Cir. "	0	" Cir. "	0	" Cir. "	0
" Crank Shafts	0	" Crank Pin Bushes	0	" Crosshead Bushes	0
" Propeller Shafts	0	" Propellers	0	" Propeller Blades	2
" Boiler Tubes	6	" Condenser Tubes	12	" Condenser Ferrules	24

OTHER ARTICLES OF SPARE GEAR:—

1 cwt assorted bolts & nuts.  
grommets & packing.

## REFRIGERATORS



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

Engine room Intrauter 6 Switches  
Forward Cabin Hall on Main Deck 6 Switches  
Tall tale for Navigation Lights & Wheel House.

Are Out-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits

Yes

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

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. #14 S.W.G., Largest, No. 00 S.W.G.

How are Conductors in Engine and Boiler Spaces protected?

Conduit

" Saloons, State Rooms, &c.,

Moulding & Conduit

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp

Conduits

(2) " passing through Bunkers or Cargo Spaces

Conduits

(3) " " Deck Beams or Bulkheads

Conduits

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

is unimpaired?

Yes

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?

No single wire

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?

Ohms.

Is the Installation supplied with a Voltmeter?

Yes

" " " an Ampere Meter?

Yes

Date of Trial of complete Installation

15. 7. 25

Duration of Trial

10 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?

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

Surveyor.

*Main Engines built to the Requirements and under the Inspection of the American Bureau of Shipping.*

*Main Boilers built in accordance with the requirements of the British Corporation.*

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 <sup>us</sup> <sub>me</sub> from personal examination

*H. W. Morris.*

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

## Fees—

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

It is submitted that this Report be approved,

*Joe Barr* for Chief Surveyor.

Approved by the Committee for the Class of M.B.S.\* on the *23<sup>rd</sup> September '25*

Fees advised

Fees paid



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Secretary.



## GENERAL CONSTRUCTION

Have the following been examined in accordance with the provisions of the Act?

Approved Under: 26.12.1911

Have the following been examined in accordance with the provisions of the Act?

Approved Under: 26.12.1911

Approved Under: 26.12.1911

Main Engine built in accordance with the requirements of the British Corporation of Shipping.

Main Boiler built in accordance with the requirements of the British Corporation of Shipping.

Approved Under: 26.12.1911

Approved Under: 26.12.1911

It is submitted that this Report be approved.

Approved by the Committee for the Class of M.E.S. on the 26.12.1911

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Approved by the Committee for the Class of M.E.S. on the 26.12.1911



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