

Copenhagen

No 173

No. 2288

Helsingors

THE BRITISH CORPORATION FOR THE SURVEY  
AND  
REGISTRY OF SHIPPING.

Report No. 2346 No. in Register Book 3754

N.M. CARLOS HAUERBECK

S.S. P. B. Damm.

Makers of Engines A/S Helsingør Jernskibs-og Maskinbygg.

Works No. 268.

Makers of Main Boilers A/S Helsingør Jernskibs-og Maskinbygg.

Works No. 762-763.

Makers of Donkey Boiler

Works No.

CARLOS HAUERBECK

MACHINERY.



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002647-002882-0173



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Works No. ....

MACHINERY.



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THE BRITISH CORPORATION FOR THE SURVEY

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REGISTRY OF SHIPPING.

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

Received at Head Office 25<sup>th</sup> January 1930

Surveyor's Report on the New Engines, Boilers, and Auxiliary  
Machinery of the <sup>Single Triple</sup> ~~Steam~~ <sup>Quadruple</sup> ~~Steam~~ Screw Steamer

"P. N. Damm"

Official No. ....

Port of Registry København

Registered Owners

Dampskibsselskabet "Vendula"  
London & Christensen

Engines Built by

A/c. "Helsingør Jernskibs-og Maskinbyggeri"

at Helsingør

Main Boilers Built by

A/c. "Helsingør Jernskibs-og Maskinbyggeri"

at Helsingør

Donkey " " "

at

Date of Completion

18<sup>th</sup> day of January 1930

First Visit

12/29

Last Visit

18/30

Total Visits

40

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## RECIPROCATING ENGINES.

Works No. **268** No. of Sets **1** Description **Double compound**  
 Steam engine type **L.E.S No. 10.**

No. of Cylinders each Engine **4** No. of Cranks **4**  
 Diars. of Cylinders **2 x 465 and 2 x 1000 mm.** Stroke **1000 mm.**  
 Cubic feet in each L.P. Cylinder **27.72**  
 Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cylr? **Yes.**

" " each Receiver? **—**

Type of H.P. Valves, **Valves.**

1st I.P., **—**

2nd I.P., **—**

L.P., **Valves.**

" Valve Gear **Syst. Lentz.**

" Condenser **Surface condenser** Cooling Surface **1750** sq. ft.

Diameter of Piston Rods (plain part) **140 mm.** Screwed part (bottom of thread) **98.6 mm.**

Material **Steel.**

Diar. of Connecting Rods (smallest part) **125 mm.** Material **Steel.**

" Crosshead Gudgeons **155 mm.** Length of Bearing **158 mm.** Material **Steel.**

No. of Crosshead Bolts (each) **2** Diar. over Thrd. **56 mm.** Thrds. per inch **6** Material **Steel**

" Crank Pin " " **2** " **76 mm.** " **6** " **Steel**

" Main Bearings **6** Lengths **310 mm.**

" Bolts in each **2** Diar. over Thread **64 mm.** Threads per inch **6** Material **Steel**

" Holding Down Bolts, each Engine **66** Diar. **1 1/8"** No. of Metal Chocks

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

Are the Bolts tapped through the Tank Top and fitted with Nuts Inside? **No.**

If not, how are they fitted? **— Bolts through the seat**

Connecting Rods, Forged by

**Borsigwerk Akt. Ges.**

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 I.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 I.H.P.

Estimated Speed

Revs. per min.

lbs., L.P.,

lbs., Vacuum, **28** ins.

Revs per min. **95**



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## TURBINE ENGINES.

Works No. Type of Turbines

No. of H.P. Turbines No. of I.P. No. of L.P. No. of Astern

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

Is Single or Double Reduction Gear employed?

Diam. of 1st Reduction Pinion } Width Pitch of Teeth  
 " 1st " Wheel

Estimated Pressure per lineal inch

Diam. of 2nd Reduction Pinion } Width Pitch of Teeth  
 " 2nd " Wheel

Estimated Pressure per lineal inch

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

## DESCRIPTION OF INSTALLATION.

No. of Turbo-Generators 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

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

" " " "

" " 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



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## TURBO-ELECTRIC PROPELLING MACHINERY.

No. of Turbo-Generating Sets Capacity of each

Type of Turbines employed

Description of Generators

No. of Motors driving Propeller Shafting

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

Is Single or Double Reduction Gear employed?

Description of Motors

Diam. of 1st Reduction Pinion

" 1st " Wheel

Width

Pitch of Teeth

Estimated Pressure per lineal inch

Diam. of 2nd Reduction Pinion

" 2nd " Wheel

Width

Pitch of Teeth

Estimated Pressure per lineal inch

Revs. per min. of Generators at Full Power

" " Motors "

" " 1st Reduction Shaft

" " 2nd "

" " Propellers at Full Power

Total Shaft Horse Power

Date of Harbour Trial

" Trial Trip

Trials run at

Speed on Trial

Knots. Propeller Revs. per min.

S.H.P.

Makers of Turbines

" Generators

" Motors

" Reduction Gear

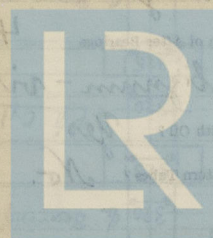
Turbine Spindles forged by

" Wheels forged or cast by

Reduction Gear Shafts forged by

" Wheels forged or cast by

## DESCRIPTION OF INSTALLATION.



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## SHAFTING.

Are the Crank Shafts Built or Solid?

Built.

No. of Lengths in each

2

Angle of Cranks

90°

Diar. by Rule

Actual

320 mm.

In Way of Webs

325 mm.

" of Crank Pins

320 mm.

Length between Webs

270 mm.

Greatest Width of Crank Webs

620 mm.

Thickness

190 mm.

Least

"

515 mm.

"

190 mm.

Diar. of Keys in Crank Webs

45 mm.

Length

160 mm.

" Dowels in Crank Pins

Length

Screwed or Plain

No. of Bolts each Coupling

8

Diar. at Mid Length

70 mm.

Diar. of Pitch Circle

430 mm.

Greatest Distance from Edge of Main Bearing to Crank Web

5 mm.

Type of Thrust Blocks

Michell.

No.

"

Rings

2.

Diar. of Thrust Shafts at bottom of Collars

320 mm.

No. of Collars

1

" " Forward Coupling

320 mm.

At Aft Coupling

320 mm.

Diar. of Intermediate Shafting by Rule

Actual

11 1/4"

No. of Lengths

4

No. of Bolts, each Coupling

8

Diar. at Mid Length

2 3/4"

Diar. of Pitch Circle

16 15/16"

Diar. of Propeller Shafts by Rule

Actual

12 1/2"

At Couplings

12 5/8"

Are Propeller Shafts fitted with Continuous Brass Liners?

Yes.

Diar. over Liners

13 7/8"

Length of After Bearings

4'-2"

Of what Material are the After Bearings composed?

Lignum-vitae.

Are Means provided for lubricating the After Bearings with Oil?

Yes.

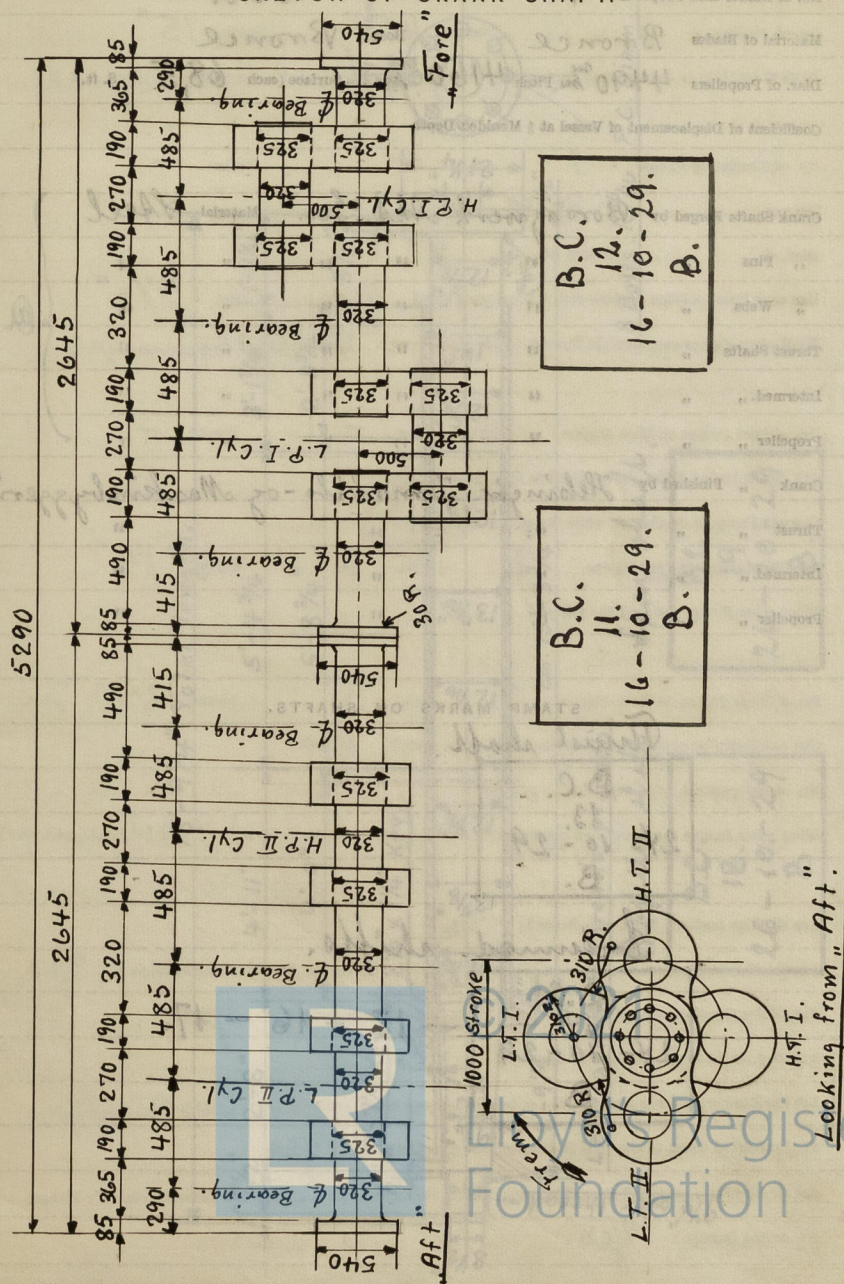
" " to prevent Sea Water entering the Stern Tubes?

No.

If so, what Type is adopted?

—

## SKETCH OF CRANK SHAFT.













## BOILERS

Works No. 762-763

No. of Boilers 2 Type High cylindrical marine boiler.

Single or Double-ended Single-ended.

No. of Furnaces in each 3

Type of Furnaces Deightons.

Date when Plan approved

Approved Working Pressure 210 lbs.

Hydraulic Test Pressure 365 lbs.

Date of Hydraulic Test 26/10 29

" when Safety Valves set 28/12 29

Pressure at which Valves were set 210 lbs.

Date of Accumulation Test

Maximum Pressure under Accumulation Test

System of Draught Induced-draught.

Can Boilers be worked separately? Yes

Makers of Plates Eisenwerk Wiskowitz/Wiskowitz

" Stay Bars " "

" Rivets Brödr. Hlenz Copenhagen.

" Furnaces Thos Piggot & Co Ltd. Birmingham.

Greatest Internal Diam. of Boilers 14'-4"

" " Length " 10'-4 1/16"

Square Feet of Heating Surface each Boiler 2020 sq'.

" " Grate " " 17,1 sq'.

No. of Safety Valves each Boiler 2 Rule Diam. Actual 85 mm.

Are the Safety Valves fitted with Easing Gear? Yes.

No. of Pressure Gauges, each Boiler 1 No. of Water Gauges 2

" Test Cocks " 2 " Salinometer Cocks 1

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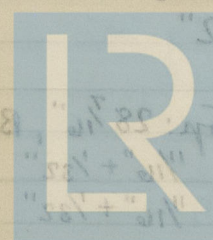
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Thickness of End Plates in Steam Space Approved  $1\frac{1}{4}" + \frac{1}{32}"$  Pillars  
 " " " " " in Boilers  $1\frac{1}{4}" + \frac{1}{32}"$  By pipes  
 Pitch of Steam Space Stays  $19\frac{1}{2}" \times 19"$   
 Diam. " " " " Approved  $3\frac{1}{4}"$  Threads per Inch 6  
 " " " " " in Boilers  $3\frac{1}{4}"$  " 6  
 Material of " " " Steel  
 How are Stays Secured? By nuts in - and outside  
 Diam. and Thickness of Loose Washers on End Plates  $9" \times \frac{7}{8}"$   
 " " Riveted " " —  
 Width " " Doubling Strips " —  
 Thickness of Middle Back End Plates Approved  $\frac{7}{8}"$  in water space  
 " " " " " in Boilers  $\frac{7}{8}"$   
 Thickness of Doublings in Wide Spaces between Fireboxes  $\frac{7}{8}"$   
 Pitch of Stays at  $7\frac{7}{8}" \times 9"$   
 Diam. of Stays Approved  $1\frac{5}{8}"$  Threads per Inch 5  
 " " in Boilers  $1\frac{5}{8}"$  " 5  
 Material " Steel  
 Are Stays fitted with Nuts outside? No  
 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  $1\frac{1}{16}"$   
 " " " " " in Boilers  $1\frac{1}{16}"$   
 No. of Longitudinal Stays in Spaces between Furnaces 4



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Diarr. of Stays Approved  $2\frac{5}{8}"$  Threads per Inch 6

" " in Boilers  $2\frac{5}{8}"$

Material " Steel.

Thickness of Front Tube Plates Approved  $1\frac{1}{16}"$

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

Pitch of Stay Tubes at Spaces between Stacks of Tubes  $14\frac{1}{4}"$

Thickness of Doublings in " " "

" Stay Tubes at " " "  $3\frac{1}{8}"$

Are Stay Tubes fitted with Nuts at Front End No

Thickness of Back Tube Plates Approved  $1\frac{5}{16}"$

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

Pitch of Stay Tubes in Back Tube Plates  $8\frac{1}{2}"$

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

Thickness of Stay Tubes  $5\frac{1}{16}"$  and  $3\frac{1}{8}"$

" Plain " J.A. W. ch. No. 8.

External Diarr. of Tubes 3"

Material " Iron

Thickness of Furnace Plates Approved  $5\frac{1}{8}" + \frac{1}{32}"$

" " " in Boilers  $5\frac{1}{8}" + \frac{1}{32}"$

Smallest outside Diarr. of Furnaces  $3'-6\frac{5}{16}"$

Length between Tube Plates  $7'-2"$

Width of Combustion Chambers (Front to Back) Top:  $28\frac{7}{16}"$ , Bottom:  $30\frac{15}{16}"$

Thickness of " " Tops Approved  $\frac{1}{16}" + \frac{1}{32}"$

" " " in Boilers  $\frac{1}{16}" + \frac{1}{32}"$

Pitch of Screwed Stays in C.O. Tops —

Diarr. of Screwed Stays Approved

" " in Boilers

Material

Thickness of Combustion Chamber Stays Approved

" " in Boilers

Pitch of Screwed Stays in C.O. Stays

Diarr. " Approved

" " in Boilers

Material

Thickness of Combustion Chamber Stays Approved

" " in Boilers

Pitch of Screwed Stays in C.O. Stays

Diarr. " Approved

" " in Boilers

Material

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

Thickness of Combustion Chamber Bottoms

No. of Girder over each Wing Chamber

" " " " " "

Depth and Thickness of Girders

Material of Girders

No. of Ribs in each

No. of Ribs in each

Size of Lower Manholes



Diar. of Screwed Stays Approved — Threads per Inch —

" " " In Boilers —

Material " " —

Thickness of Combustion Chamber Sides Approved  $1\frac{1}{16}" + \frac{1}{32}"$

" " " " in Boilers  $1\frac{1}{16}" + \frac{1}{32}"$

Pitch of Screwed Stays in C.O. Sides  $7\frac{7}{8}" \times 9"$

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

" " " in Boilers  $1\frac{5}{8}"$

Material " " Steel.

Thickness of Combustion Chamber Backs Approved  $1\frac{1}{16}"$

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

Pitch of Screwed Stays in C.O. Backs  $8\frac{1}{8}" \times 9"$

Diar. " " Approved  $1\frac{3}{4}"$  and  $2"$  Threads per Inch 5 and  $4\frac{1}{2}$

" " " in Boilers  $1\frac{3}{4}"$  and  $2"$

Material " " Steel.

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

Thickness of Combustion Chamber Bottoms  $\frac{3}{4}"$

No. of Girders over each Wing Chamber 4

" " " Centre " 2

Depth and Thickness of Girders  $8\frac{1}{4}" \times \frac{3}{4}"$

Material of Girders Steel

No. of Stays in each 2

No. of Tubes, each Boiler 299

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

# VERTICAL DOWNY BOILERS

No. of Boilers — Type —

Height —

Height of Boiler Crown above the Base

Are Boiler Crown First or Flashed?

Internal Radius of Flashed Ends

Thickness of Plates

Description of Stays in Boiler Crown

Width of Girders

First

Line of Girders

Height of Flashed Crown above the Base

Are Flashed Crown First or Flashed?

Thickness of Plates

Internal Radius of Flashed Crown

Material

Line

No. of Crown Stays

Thickness of Plates

Bottom

Height of Flashed Crown at Top

Thickness

Line

No. of Water Tubes

Material of Water Tubes

Size of Manhole in Shell

Description of Combustion Chamber

Circle Boilers

Location of Tubes, each Boiler

## SUPERHEATERS

Description of Superheaters

Where located?

Which Boilers are connected to Superheaters?

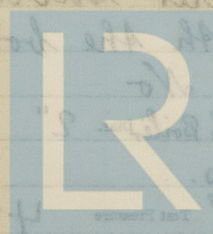
Are Superheaters in line of water tubes or working?

No. of Safety Valves on each Superheater?

Are they connected to the main steam line?

Date of Installation?

Date when Safety Valves set



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## VERTICAL DONKEY BOILERS.

No. of Boilers — Type —

Greatest Int. 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 Crowns above Fire Grate —

Are Firebox Crowns Flat or Dished? —

External Radius of Dished Crowns — Thickness of Plates —

No. of Crown Stays — Diar. — Material —

External Diar. of Firebox at Top — Bottom — Thickness of Plates —

No. of Water Tubes — Ext. Diar. — Thickness —

Material of Water Tubes —

Size of Manhole in Shell —

Dimensions of Compensating Ring —

Heating Surface, each Boiler — Grate Surface —

## SUPERHEATERS.

Description of Superheaters *Vilh. Schmidt's Pat.*

Where situated? *In the boiler tubes.*

Which Boilers are connected to Superheaters? *Both the boilers*

Can Superheaters be shut off while Boilers are working? *No*

No. of Safety Valves on each Superheater *1 for each Boiler* Diar. *2"*

Are " " fitted with Easing Gear? *Yes.*

Date of Hydraulic Test *28-11-29* Test Pressure *420 lbs.*

Date when Safety Valves set *28/12 29* Pressure on Valves *210*

## MAIN STEAM PIPES.

No. of Pipes —

Material —

Radius, W. of or between —

Internal Diar. —

Thickness —

How are Flanges secured? —

Date of Hydraulic Test —

Test Pressure —

No. of Pipes —

Material —

Radius, W. of or between —

Internal Diar. —

Thickness —

How are Flanges secured? —

Date of Hydraulic Test —

Test Pressure —



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## MAIN STEAM PIPES.

No. of Lengths	2
Material	Steel
Brazed, Welded or Seamless	Seamless.
Internal Diar.	5"
Thickness	1/4"
How are Flanges secured?	Rolled on
Date of Hydraulic Test	26/10 29
Test Pressure	650 lbs.

No. of Lengths	1
Material	Steel.
Brazed, Welded or Seamless	Seamless.
Internal Diar.	6 1/2"
Thickness	9/32"
How are Flanges secured?	Rolled on.
Date of Hydraulic Test	26/10 29
Test Pressure	650 lbs.

## SUPERHEATERS

No. of Lengths	1
Material	Steel.
Brazed, Welded or Seamless	Seamless.
Internal Diar.	6 1/2"
Thickness	9/32"
How are Flanges secured?	Rolled on.
Date of Hydraulic Test	26/10 29
Test Pressure	650 lbs.

## STEAM EVAPORATORS

No.	1
Material	Steel
Brazed, Welded or Seamless	Seamless
Internal Diar.	5"
Thickness	1/4"
How are Flanges secured?	Rolled on
Date of Hydraulic Test	26/10 29
Test Pressure	650 lbs.

## FEED WATER HEATERS

No.	2
Material	Steel
Brazed, Welded or Seamless	Seamless
Internal Diar.	6 1/2"
Thickness	9/32"
How are Flanges secured?	Rolled on
Date of Hydraulic Test	26/10 29
Test Pressure	650 lbs.

## FEED WATER FILTERS

No.	1
Material	Steel
Brazed, Welded or Seamless	Seamless
Internal Diar.	6 1/2"
Thickness	9/32"
How are Flanges secured?	Rolled on
Date of Hydraulic Test	26/10 29
Test Pressure	650 lbs.



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## SPARE GEAR.

No. of Top End Bolts.	2	No. of Bot. End Bolts.	2	No. of Cylinder Cover Studs	14
" Coupling Bolts	16	" Main Bearing Bolts	2	" Valve Chest "	14
" Junk Ring Bolts	12	" Feed Pump Valves	1 set	" Bilge Pump Valves	1 set
" H.P. Piston Rings	4	" L.P. Piston Rings	—	" L.P. Piston Rings	3
" " Springs	—	" " Springs	—	" " Springs	—
" Safety Valve "	2	" Fire Bars	102	" Feed Check Valves	1 set
" Piston Rods	0	" Connecting Rods	0	" Valve Spindles	—
" Air Pump Rods	1	" Air Pump Buckets	0	" Air Pump Valves	1 set
" Cir. shaft	1	" Cir. "	0	" Cir. rotor	1
" Crank Shafts	1/2	" Crank Pin Bushes	1 pair	" Crosshead Bushes	1 pair
" Propeller Shafts	1	" Propellers	1	" Propeller Blades	—
" Boiler Tubes	30	" Condenser Tubes	21	" Condenser Ferrules	42

## OTHER ARTICLES OF SPARE GEAR:—

2 H.P. Valves  
 2 L.P. "  
 6 Valves springs.  
 4 Valve spindles.  
 4 Spring spindles.  
 2 Pulleys and bolts.  
 2 Adjusting parts.  
 2 Springs for Adjusting parts.



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## REFRIGERATORS.

No. of Machines

Capacity of each

Makers

Thomas Ths. Sabroe & Co. Aarhus.

### 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

28/12 29 - 18/1 30

### 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.
Material of Dynamometer	TITANIUM	STUDDART		
Capacity	100000	90000		
Current circulating in Condenser	DC			
Engine-Transit With System				
Position of Dynamometer	IN THE ENGINE ROOM			
Main Switch Board				
Kind of Circuit to which dynamometer is connected at time of test			15	
Particulars of temp. Circulation				
	Temp. before	Temp. after	Time	Temp. after
Drum No. 10	40	50	2	10.00
Running shock	1.35	2.5	2	10.00
By Submarine	0.25	2.5	2	10.00
Drum No. 20	500	2.5	2.2	10.00
Off's Room	30	4.0	2	10.00
Saloon	56	1.5	2.2	10.00

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

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Makers of Dynamos *TITAN STUART*

Capacity *10kw / 1/34w* Amperes, *91 / 27* Volts, *110* Revs. per Min. *350 / 1050*

### Single or Double Wire System

„ Main Switch Board „ „ „

No. of Circuits to which Switches are provided on Main Switch Board 14

Particulars of these Circuits:—

Total No. of Lights 140 No. of Motors driving Fans &c. 4 No. of Heaters 0

Current required for Motors and Heaters 25 Amps. 's



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 Cut-outs constructed of Non-inflammable Material?

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

Smallest Single Wire used, No. 15 ~~mm<sup>2</sup> S.W.G.~~, Largest, No. 50 ~~mm<sup>2</sup> S.W.G.~~

How are Conductors in Engine and Boiler Spaces protected? *Rubber insul. Lead covered & V*

“ “ 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 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? *Yes.*

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

### Duration of Trial

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

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## GENERAL CONSTRUCTION.

Have the Machinery and Boilers been constructed in accordance with the requirements of the Rules and the

Approved Plans? *yes.*

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

Surveyor.

Are the Materials used in the Construction of Engines and Boilers, so far as could be seen, sound and

trustworthy? *yes!*

Is the Workmanship throughout thoroughly satisfactory? *yes!*

The above correctly describes the Machinery of the S.S.

as ascertained by <sup>us</sup> me from personal examination

*P. N. Bannan*

*W. H. H. H.*  
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.	"	:	:
£ 24 : 2 : 5			

## ENGINES.

L.P.O.	Cub. ft.	37 : 14 : 5
£ :		
Testing, &c. ...	:	:
£ :		
Expenses ...	16 : 10 : 0	
Total ...	£ :	:

It is submitted that this Report be approved,

*W. H. H. H.*  
Chief Surveyor.

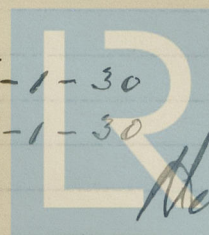
Approved by the Committee for the Class of M.B.S.\* on the 5<sup>th</sup> February 1930

Fees advised

*6-1-30*

Fees paid

*18-1-30*



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Secretary.



## GENERAL CONSTRUCTION

Yours—

and the following information is furnished for the purpose of the report on the work done during the year 1930.

1. *General Construction*

2. *General Construction*

3. *General Construction*

4. *General Construction*

5. *General Construction*

6. *General Construction*

7. *General Construction*

8. *General Construction*

9. *General Construction*

10. *General Construction*

11. *General Construction*

12. *General Construction*

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17. *General Construction*

18. *General Construction*

19. *General Construction*

20. *General Construction*

21. *General Construction*

22. *General Construction*

23. *General Construction*

24. *General Construction*

25. *General Construction*

It is submitted that this Report be approved.

*John D. [Signature]*

Approved by the Committee for the Class of M.B.S. on the 2nd day of [Month] 1930.

The following is a list of the names of the members of the Committee for the Class of M.B.S. on the 2nd day of [Month] 1930.

1. *General Construction*

2. *General Construction*

3. *General Construction*

4. *General Construction*

5. *General Construction*



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