

No. 1999

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 1825 No. in Register Book 3134

Stavros
" *ASHLEIGH* "
S.S.

Makers of Engines *Richardsons Westgarth & Co. Ltd.*

Works No. *2647.*

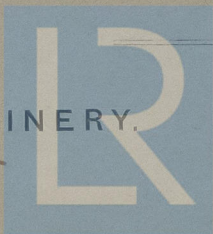
Makers of Main Boilers *Richardsons Westgarth & Co. Ltd.*

Works No. *2647.*

Makers of Donkey Boiler *✓*

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

9th April 1925

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

"ASHLEIGH"

Official No.

148560

Port of Registry

London.

Registered Owners

Latham P. & Co. Ltd.

Engines Built by

Richardsons Westgarth & Co. Ltd.

at

Hartlepool.

Main Boilers Built by

Richardsons Westgarth & Co. Ltd.

at

Hartlepool.

Donkey

at

Date of Completion

3-25.

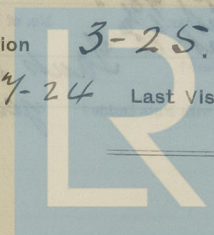
First Visit 10-4-24

Last Visit

2-3-25

Total Visits

45.



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RECIPROCATING ENGINES

Works No.

2647

No. of Sets

1

Description

Triple expansion.
S.C. 3 cranks.

No. of Cylinders each Engine

3

No. of Cranks

3

Diams. of Cylinders

27" 45" 75"

Stroke 51"

Cubic feet in each L.P. Cylinder

130

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

yes.

" " " each Receiver?

yes.

Type of H.P. Valves,

Piston
Slide.

" 1st I.P. "

" 2nd I.P. "

" L.P. "

" Valve Gear

Slide
Stephenson Link.

" Condenser

Built:
" "

Cooling Surface 3500 sq. ft.

Diameter of Piston Rods (plain part)

Screwed part (bottom of thread)

Material

steel
" 1/2"

Diam. of Connecting Rods (smallest part)

Material

Steel.

" Crosshead Gudgeons

4 3/4" Length of Bearing

8"

Material

Steel.

No. of Crosshead Bolts (each)

4

Diam. over Thrd

2 3/4"

Thrds. per inch

6

Material

Steel.

" Crank Pin "

2

" 3 3/4"

" 6

" "

" Main Bearings

6

Lengths

15"

" Bolts in each

2

Diam. over Thread

3 1/4"

Threads per inch

6

Material

Steel.

" Holding Down Bolts, each Engine

52 at 1 3/8"

42 at 1 1/2"

No. of Metal Chocks

102

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

Yule & Hoffmann, Chitt.

Piston

Crossheads,

Connecting Rods, Finished by

R. W. No. 1. Wood

Piston

Crossheads,

Date of Harbour Trial

13-2-25.

" Trial Trip

2-3-25.

Trials run at

From Wood to Blyth.

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

yes.

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

2898

Revs. per min. 96

Pressure in 1st I.P. Receiver,

43 lbs., 2nd I.P.,

lbs., L.P., 8 lbs., Vacuum, 28 ins.

Speed on Trial

12 1/4"

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

data:—

Builders' estimated I.H.P.

Revs. per min.

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 } 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.

If the Conditions on Trial were such that full power could be obtained give following particulars:

" " 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.



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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

Revol. per min. of Generators at Full Power

" Motors "

" 1st Reduction Shaft

" 2nd "

" Propellers at Full Power

Total Shaft Horse Power

Date of Harbour Trial

" Trial Trip

Trials run at

Speed on Trial

Knots. Propeller Revols. per min.

S.H.P.

Makers of Turbines

" Generators

" Motors

" Reduction Gear

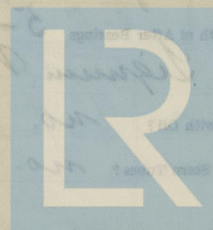
Turbine Spindles forged by

" 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

6

Angle of Cranks

120°

Diar. by Rule

14.196

Actual

14.78"

In Way of Webs

15"

" of Crank Pins

15"

Length between Webs

15 1/4"

Greatest Width of Crank Webs

29"

Thickness

9 3/8"

Least " "

22 5/8"

" "

Diar. of Keys in Crank Webs

3 1/2"

Length

9"

" Dowels in Crank Pins

2 1/2"

Length

9"

Screwed or Plain

plain.

No. of Bolts each Coupling

9

Diar. at Mid Length

3"

Diar. of Pitch Circle

20 1/2"

Greatest Distance from Edge of Main Bearing to Crank Web

1 1/4"

Type of Thrust Blocks

horseshoe.

No. " Rings

8

Diar. of Thrust Shafts at bottom of Collars

15 1/4"

No. of Collars

8

" " Forward Coupling

14 5/8"

At Aft Coupling

13 3/4"

Diar. of Intermediate Shafting by Rule

13.52"

Actual

13 3/4"

No. of Lengths

6

No. of Bolts, each Coupling

9

Diar. at Mid Length

3"

Diar. of Pitch Circle

20 1/2"

Diar. of Propeller Shafts by Rule

14.99"

Actual

15 1/2"

At Couplings

14 7/8"

Are Propeller Shafts fitted with Continuous Brass Liners?

yes.

Diar. over Liners

17 1/8" 11 1/4"

Length of After Bearings

5'-2"

Of what Material are the After Bearings composed?

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.



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No. of Blades each Propeller *4* Fitted or Solid? *solid.*
 Material of Blades *Cast iron.* Boss *C.I.*
 Diam. of Propellers *17 1/2"* Pitch *18'-0"* Surface (each) *100* S. ft.
 Coefficient of Displacement of Vessel at $\frac{1}{2}$ Moulded Depth *.77.*

Crank Shafts Forged by *Gutehoffnung chutte.* Material *Is.*
 „ Pins „ „ „ „
 „ Webs „ „ „ „ „
 Thrust Shafts „ *Gutehoffnung chutte* „ „
 Intermed. „ „ „ „ „
 Propeller „ „ „ „ „
 Crank „ Finished by *Riv. Co. Wheel*
 Thrust „ „ „ „ „
 Intermed. „ „ „ „ „
 Propeller „ „ „ „ „

STAMP MARKS ON SHAFTS.

Crank Shaft:-

B.C.
Nº 7445.
29-9-24
J. D. S.

*Thrust & Lig
 Intermediate Shafts:-*

B.C.
Nº 74453.
27-1-25
J. D. S.

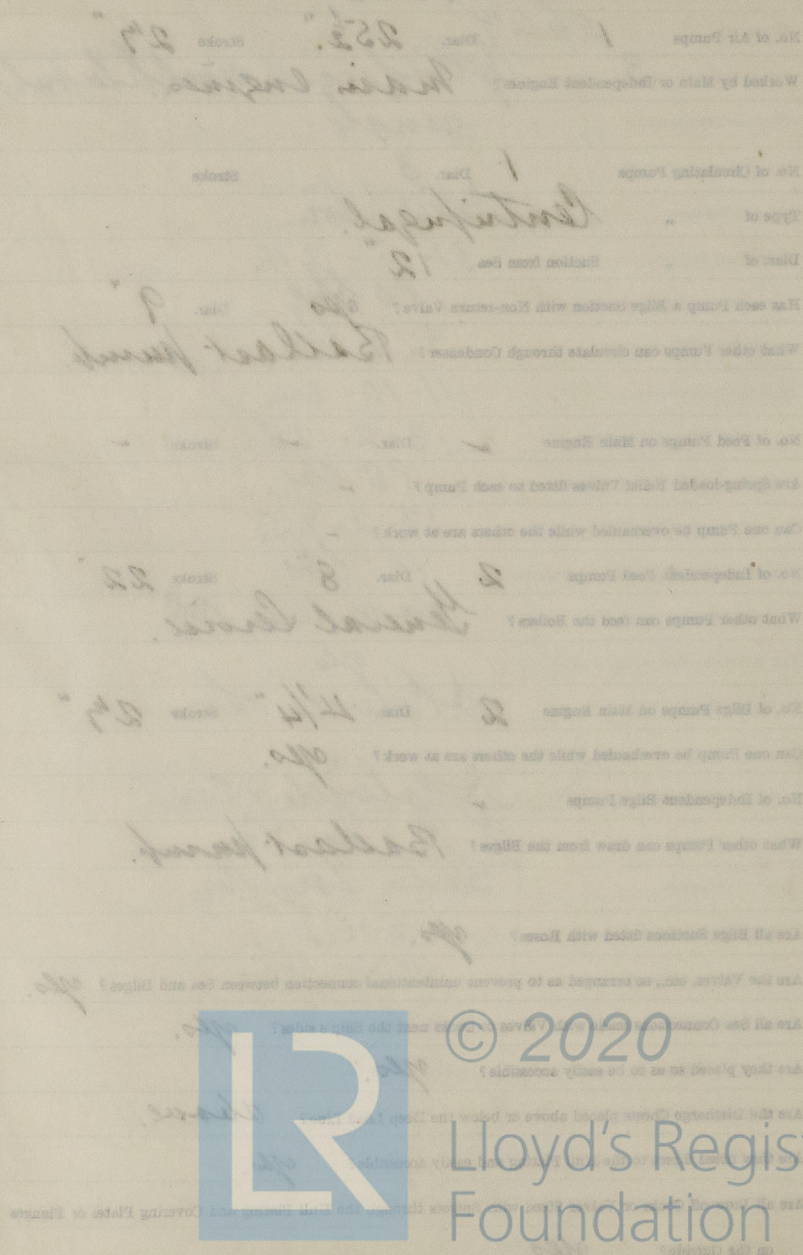
Tail Shaft (working):-

B.C.
Nº 74450
5-1-25
J. D. S.

Tail Shaft (Chase)

B.C.
Nº 74451
5-1-25
J. D. S.

SKETCH OF PROPELLER SHAFT.



No. of Circulating Pumps	Diar.	Stroke
--------------------------	-------	--------

Diar. of	"	Suction from Sea	12
----------	---	------------------	----

Has each Pump a Bilge Suction with Non-return Valve? *Yes* Diar. *9*

What other Pumps can circulate through Condenser? *Ballast Pump.*

No. of Feed Pumps on Main Engine	Diar.	Stroke
1	✓	✓

Are Spring-loaded Relief Valves fitted to each Pump? ✓

Can one Pump be overhauled while the others are at work?

No. of Independent Feed Pumps 2 " Diar. 8" Stroke 22

What other Pumps can feed the Boilers? General Service

No. of Bilge Pumps on Main Engine 2 Diar. 4 1/4" Stroke 23"

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 pump.*

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? *Y/S*

Are all Blow-off Cocks or Valves fitted with Spigots through the Hull Plating and Covering Plates or Flanges

on the Outside? *Yes*

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BOILERS.

Works No. *2647*

No. of Boilers *3* Type *Cylindrical multitubular*
single.

Single or Double-ended

No. of Furnaces in each *3*

Type of Furnaces *slighton.*

Date when Plan approved *31-5-24.*

Approved Working Pressure *180 lbs.*

Hydraulic Test Pressure *320 lbs.*

Date of Hydraulic Test *11-10-24.*

„ when Safety Valves set *13-2-25.*

Pressure at which Valves were set *185 lbs.*

Date of Accumulation Test *13-2-25.*

Maximum Pressure under Accumulation Test *188 lbs.*

System of Draught *Howdens C.A.*

Can Boilers be worked separately? *yes.*

Makers of Plates *D. Colville & Sons.*

„ Stay Bars *D. Colville & Sons.*

„ Rivets *R. B. & M. Co.*

„ Furnaces *Leeds Forge Co.*

Greatest Internal Diam. of Boilers *15'-6 1/2"*

„ „ Length „ *11'-10 25/32"*

Square Feet of Heating Surface each Boiler *2867 1/2*

„ „ Grate „ „ *62.55 1/2*

No. of Safety Valves each Boiler *2* Rule Diam. Actual *4"*

Are the Safety Valves fitted with Easing Gear? *yes.*

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

„ Test Cocks „ *3* „ Sallinometer Cocks *1*

Test Mark on Boilers:-

B.C. TEST
No 4756
320 lbs.
W.P. 180 lbs.
11-10-24
J. D. S.

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

Pillars.

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

Pipes.

Are these Pipes connected to Boilers by Cocks or Valves?

cocks.

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

valves.

No. of Strakes of Shell Plating in each Boiler

one.

Plates in each Strake

two.

Thickness of Shell Plates Approved

1/4"

" " in Boilers

1 1/4"

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 3/32"

" inside "

1 3/32"

Are Longitudinal Seams Hand or Machine Riveted?

machine.

Are they Single, Double, or Treble Riveted?

treble.

No. of Rivets in a Pitch

5

Diar. of Rivet Holes *1 1/4"* Pitch

8 1/2"

No. of Rows of Rivets in Centre Circumferential Seams

Are these Seams Hand or Machine Riveted?

Diar. of Rivet Holes Pitch

No. of Rows of Rivets in Front End Circumferential Seams

two.

Are these Seams Hand or Machine riveted?

hand.

Diar. of Rivet Holes *1 3/16"* Pitch

3 1/4"

No. of Rows of Rivets in Back End Circumferential Seams

two.

Are these Seams Hand or Machine Riveted?

machine.

Diar. of Rivet Holes *1 3/16"* Pitch

3 1/4"

Size of Manholes in Shell

16 1/2" x 13"

Dimensions of Compensating Rings

2'-6 1/2" x 2'-5" x 1 1/4"



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Thickness of End Plates in Steam Space Approved

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

" " " " " in Boilers

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

Pitch of Steam Space Stays

 $22\frac{1}{2} \times 15\frac{1}{2}$ Diar. " " " " Approved $3\frac{1}{2}\frac{3}{4}$ Threads per Inch 6" " " " " in Boilers $3\frac{1}{2}\frac{3}{4}$ " 6

Material of " " "

steel.

How are Stays Secured?

double-nuts washers.

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

 $13\frac{1}{2} \times 8$ Diar. of Stays Approved $2\frac{1}{4}\frac{3}{4}$ Threads per Inch 9" " in Boilers $2\frac{1}{4}\frac{3}{4}$ " 9

Material "

steel.

Are Stays fitted with Nuts outside?

yes.

Thickness of Back End Plates at Bottom Approved

 $13\frac{1}{6}$ "

" " " " " in Boilers

 $13\frac{1}{6}$ "

Pitch of Stays at Wide Spaces between Fireboxes

 $13\frac{1}{2} \times 8$

Thickness of Doublings in " "

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

Thickness of Front End Plates at Bottom Approved

 $27\frac{1}{32}$ "

" " " " " in Boilers

 $27\frac{1}{32}$ "

No. of Longitudinal Stays in Spaces between Furnaces

one



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Diarr. of Stays Approved $2\frac{3}{4}"$ Threads per Inch 6
 " " in Boilers $2\frac{3}{4}"$ " 6
 Material " *steel.*

Thickness of Front Tube Plates Approved $27/32"$
 " " " " in Boilers $27/32"$
 Pitch of Stay Tubes at Spaces between Stacks of Tubes $18\frac{1}{2} \times 4\frac{1}{2}"$
 Thickness of Doublings in " " " $5/16" + 3/8"$
 " Stay Tubes at " " " $5/16" + 3/8"$
 Are Stay Tubes fitted with Nuts at Front End? *yes.*

Thickness of Back Tube Plates Approved *Centre $13/16"$ wings $3/4"$*
 " " " in Boilers *" $13/16"$ " $3/4"$*
 Pitch of Stay Tubes in Back Tube Plates *$11\frac{1}{4} \times 4\frac{1}{2}"$*
 " Plain " *$3\frac{3}{4} \times 3\frac{3}{4}"$*
 Thickness of Stay Tubes *$5/16", 3/8" + 1/2"$*
 " Plain " *8 W.L.*
 External Diarr. of Tubes *$2\frac{1}{2}"$*
 Material " *iron.*

Thickness of Furnace Plates Approved $19/32"$
 " " " in Boilers $19/32"$
 Smallest outside Diarr. of Furnaces $3'-10" 1/16"$
 Length between Tube Plates $8'-4"$

Width of Combustion Chambers (Front to Back) $2'-9\frac{9}{32}"$
 Thickness of " " Tops Approved *Centre $21/32"$ wings $1/16"$*
 " " " in Boilers *" $21/32"$ " $1/16"$*
 Pitch of Screwed Stays in C.O. Tops *wings $10" \times 9"$ Centre. $10 \times 8"$*



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Diar. of Screwed Stays Approved $1\frac{3}{4}"$ Threads per Inch 9
 " " " in Boilers $1\frac{3}{4}"$

Material " " *steel.*

Thickness of Combustion Chamber Sides Approved $2\frac{3}{32}"$
 " " " " in Boilers $2\frac{3}{32}"$

Pitch of Screwed Stays in C.O. Sides 10×8
 Diar. " " Approved $1\frac{3}{4}"$ Threads per Inch 9
 " " " in Boilers $1\frac{3}{4}"$

Material " " *steel.*

Thickness of Combustion Chamber Backs Approved $1\frac{9}{32}"$
 " " " " in Boilers $1\frac{9}{32}"$

Pitch of Screwed Stays in C.O. Backs $8\frac{1}{4}" \times 8"$
 Diar. " " Approved $2\frac{1}{4}" \times 1\frac{1}{2}"$ Threads per Inch 9
 " " " in Boilers $2\frac{1}{4}" \times 1\frac{1}{2}"$

Material " " *steel.*

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

Thickness of Combustion Chamber Bottoms $2\frac{3}{32}"$

No. of Girders over each Wing Chamber 5

" " " Centre " 4

Depth and Thickness of Girders $8\frac{3}{8}" \times 1\frac{1}{2}"$

Material of Girders *steel.*

No. of Stays in each 2

No. of Tubes, each Boiler 434.

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

VERTICAL DONKEY BOILERS.

No. of Boilers
 Type
 Height of Boiler Crown above Fire Grate
 Internal Diameter of Boiler Crown
 Thickness of Plates
 Description of Stays in Boiler Crown
 Diameter of Stays
 Height of Stays above Fire Grate
 Are Stays Crowned Flat or Dished?
 Internal Diameter of Dished Crown
 Thickness of Plates
 No. of Crown Stays
 Internal Diameter of Stays at Top
 Thickness of Plates
 No. of Water Tubes
 Material of Water Tubes
 Size of Manhole in Shell
 Description of Combustion Chamber
 Heating Surface, each Boiler
 (Gross Surface)

SUPERHEATERS

Description of Superheaters
 Where situated?
 No. of Tubes, each Superheater
 Diameter of Tubes
 Length of Tubes
 No. of Safety Valves on each Superheater
 Date of Installation
 Date when tested, at what pressure?



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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	
Where situated?	
Which Boilers are connected to Superheaters?	
Can Superheaters be shut off while Boilers are working?	
No. of Safety Valves on each Superheater	Diar.
Are „ „ fitted with Easing Gear?	
Date of Hydraulic Test	Test Pressure
Date when Safety Valves set	Pressure on Valves

MAIN STEAM PIPES

No. of Pipes			
Material			
Internal, Width or Diameter			
Internal Diar.			
Thickness			
How are Pipes secured?			
Date of Hydraulic Test			
Test Pressure			



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MAIN STEAM PIPES.

No. of Lengths
 Material
 Brazed, Welded or Seamless
 Internal Diam.
 Thickness
 How are Flanges secured?
 Date of Hydraulic Test
 Test Pressure

2	3
Copper.	Copper.
S.D.	S.D.
5"	5"
4 W.S.	4 W.S.
braked.	braked.
18-12-24	11-2-25
400 lbs.	400 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



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EVAPORATORS.

No. *4042* Type *Horison.* *30* Tons per Day
 Makers *Richardsons Westgarth & Co. Ltd.*
 Working Pressure *15 lbs.* Test Pressure *50 lbs.* Date of Test *21-7-24*
 Date of Test of Safety Valves under Steam *13-2-25.*

FEED WATER HEATERS.

No. *946* Type *Surface.*
 Makers *Richardsons Westgarth & Co. Ltd.*
 Working Pressure Test Pressure *50 lbs.* Date of Test *23-1-25.*

FEED WATER FILTERS.

No. Type *Cascade No 5.* Size *No 5.*
 Makers *Richardson Westgarth & Co. Ltd.*
 Working Pressure Test Pressure Date of Test

LIST OF DONKEY PUMPS.

2 Weirs. Independent. 10 1/2 x 8" x 22"
Lamont-Duplex. Baller 10" x 13" x 12"
General Service. 8 x 8 x 6"



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SPARE GEAR

No. of Top End Bolts.	2	No. of Bot. End Bolts.	2	No. of Cylinder Cover Studs	6
" Coupling Bolts	1 set.	" Main Bearing Bolts	2	" Valve Chest "	6
" Junk Ring Bolts	3	" Feed Pump Valves	1 set.	" Bilge Pump Valves	1 set.
" H.P. Piston Rings		" L.P. Piston Rings		" L.P. Piston Rings	
" " Springs		" " Springs		" " Springs	1 main.
" Safety Valve "	2	" Fire Bars	1/4 set.	" Feed Check Valves	1 am.
" Piston Rods		" Connecting Rods		" Valve Spindles	
" Air Pump Rods		" Air Pump Buckets		" Air Pump Valves	
" Cir. "		" Cir. "		" Cir. "	
" Crank Shafts		" Crank Pin Bushes		" Crosshead Bushes	
" Propeller Shafts	1	" Propellers	1	" Propeller Blades	
" Boiler Tubes	10%	" Condenser Tubes	3	" Condenser Ferrules	1%

OTHER ARTICLES OF SPARE GEAR:—

50 assorted iron half nuts.
 20 " " Studs 1 nut.
 20 " brass " "
 50 " Split pins.
 6 sheets of Lin.
 3 " muntz metal.
 3 plates iron $\frac{1}{2}$ & $\frac{3}{8}$ "
 6 bags iron greases.
 6 Gaugelasses.

REFRIGERATORS



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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.
Engine Room	107			
Boiler Room				
Coal Bunkers				
Water Bunkers				
Oil Bunkers				
Galley				
Cabin				
Deck				
Stowage				
Hold				
Trunk				
Store Room				
Engine Room	107			
Boiler Room				
Coal Bunkers				
Water Bunkers				
Oil Bunkers				
Galley				
Cabin				
Deck				
Stowage				
Hold				
Trunk				
Store Room				

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



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ELECTRIC LIGHTING.

Installation Fitted by

Yurness S.B. Co. Ltd.

No. and Description of Dynam

1 Compound wound 12 Kw.

Makers of Dynamos

Sunderland Forge & Eng. Co.

Capacity

109.

Amperes, at

110

Volts,

340

Revs. per Min.

Current Alternating or Continuous

Continuous

Single or Double Wire System

Double.

Position of Dynamos

Engine Room, Starling platform.

Main Switch Board

Stores Bulkhead.

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.
no 1.	3	300 W	18.6	7/036	2714"	100%	600kg
Engine Room	5	16 C.P.					
no 2	22	30 W	9.7	7/044	1000"	"	"
no 3	27	30 W					
Aft.	1	16 C.P.	14	7/044	1700"	"	"
no 3.	1	8 "					
Large Anchor	2	200 W	13	7/044	1300"	"	"
no 4	25	16 C.P.					
Wireless	—	—	6.5	7/044	700"	"	"
no 5.	5	100 W					
Navigation	6	8 C.P.	20	7/044	2000"	"	"
no 6.	1	30 W					
Midship	6	60 W	2				
	64	30 W					
	2	16 C.P.					

Total No. of Lights

140

No. of Motors driving Fans, &c.

No. of Heaters

Current required for Motors and Heaters

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

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. 3/029 S.W.G., Largest, No. 34/072 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?

2 megohm

Ohms.

Is the Installation supplied with a Voltmeter?

" " " an Ampere Meter?

Date of Trial of complete Installation 24-2-25 Duration of Trial 6 hours.

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. *yes*

Fees—

MAIN BOILERS.

		£	s.	d.
H.S.	<i>8601</i>	Sq. ft.	:	:
G.S.	<i>184.65</i>	"	:	:

DONKEY BOILERS.

H.S.	—	Sq. ft.	:	:
G.S.	—	"	:	:
		£	:	:

ENGINES.

L.P.C.	<i>130</i>	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

6th May 1925

Fees advised

Fees paid

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.

"ASHLEIGH"

as ascertained by *me* from personal examination

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

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MAIN PORTER

H.A. 8001

O.S. 181.22

DOCKERY PORTER

H.A. 8001

O.S. 181.22

TOTAL

L.S.D. 130

O.S. 181.22

Testing, etc.

Expenses

Total

Total

It is submitted that this Report is approved.

James King

(This Report is subject to the

and must not be used as evidence in any court of law.

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

LEIGH

Test paid

Test paid



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