

No. 1782

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. *16603* No. in Register Book *2923*

KIMMOUNT

S.S. *"Dalrymple"*

Makers of Engines *Hewes & Phillips*

Works No. *1214*

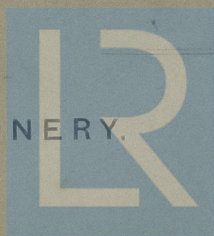
Makers of Main Boilers *The Collingwood S. B. & Co. Ltd.*

Works No. *196*

Makers of Donkey Boiler

Works No.

MACHINERY.



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002858-002869-0293

No.

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. *1663* No. in Register Book *2923*

Received at Head Office *17th November 1923*

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

"DALRYMPLE"

Official No. *138187* Port of Registry *Collingwood, Ont.*

Registered Owners *The Collingwood S. B. Co. Ltd.*

Engines Built by *Hewes & Phillips*
at *Newark N.*

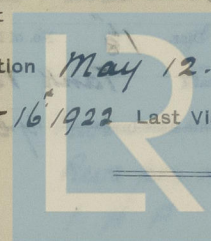
Main Boilers Built by *The Collingwood S. B. Co. Ltd.*
at *Collingwood, Ont. Canada.*

Donkey " " *None.*

at

Date of Completion *May 12, 1923.*

First Visit *Nov 16, 1922* Last Visit *May 9, 1923* Total Visits *5.*



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RECIPROCATING ENGINES.

C.S.B. Co.
Works No. - 86
12/14

No. of Sets 1 Description Triple Expansion

No. of Cylinders each Engine 3 No. of Cranks 3
Diars. of Cylinders 15½" - 26" - 44" Stroke 26"

Cubic feet in each L.P. Cylinder ~~8 cf~~ 2245 cf. 22.87

Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cylr? To H.P. & L.P. chests

" " " each Receiver?

Type of H.P. Valves, Piston Valve.

" 1st I.P. " Piston Valve.

" 2nd I.P. " —

" L.P. " Piston Valve.

" Valve Gear Stevenson Link Motion

" Condenser Surface. Cooling Surface 1000 sq. ft.

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

Material " Steel

Diar. of Connecting Rods (smallest part) 3¾" Material m.s.

" Crosshead Gudgeons 4½" Length of Bearing 5½" Material m.s.

No. of Crosshead Bolts (each) 2 Diar. over Thrd. 2¼" Threds. per inch Material

" Crank Pin " " 2 " 2½" " "

" Main Bearings 6 Lengths 1-10⅞ 4-9¾ 1-9¾

" Bolts in each 2 Diar. over Thread 2¼" Threds. per inch Material

" Holding Down Bolts, each Engine 68 Diar. 1½" No. of Metal Chocks 68

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

Piston " "

Crossheads, " "

Connecting Rods, Finished by

Piston " "

Crossheads, " "

Date of Harbour Trial May 12-1923.

" Trial Trip #

Trials run see note below.

Were the Engines tested to full power under Sea-going conditions? No.

If so, what was the I.H.P.? Revs. per min.

Pressure in 1st I.P. Receiver, lbs., 2nd I.P., lbs., L.P., lbs., Vacuum, lbs.

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. 700 Revs. per min. 110

Estimated Speed 9½ to 10 Knots.

Note:— Owing to ice & fog it was found impracticable to carry out the usual trial trip, an extended dock trial was therefore carried out and everything was found in order.

Steam Pressure on trial 180#

1st Receiver 40#
2nd " 5#
Vacuum 26.5"
Revs per min 104.5
I. H. P 660.

Sizer Forge Co. Buffalo N.Y.
do do
Tacony Steel Co.
Hewes and Phillips

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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?

Diar. of 1st Reduction Pinion

" 1st " Wheel

Width

Pitch of Teeth

Estimated Pressure per lineal inch

Diar. of 2nd Reduction Pinion

2nd Wheel

Width

Pitch of Teeth

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 Revols. 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

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

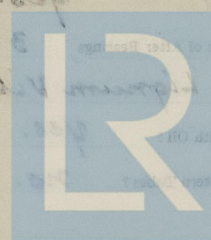
Turbine Spindles forged by

" 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

Angle of Cranks 120°

Diar. by Rule

$8.02"$

Actual

$8\frac{3}{8}"$

In Way of Webs

" of Crank Pins

$8\frac{3}{8}"$

Length between Webs

$10"$

Greatest Width of Crank Webs

$17"$

Thickness

$10-6" 10-6\frac{1}{2}" 10-7"$

Least

" "

$17"$

"

Diar. of Keys in Crank Webs

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

Length

$7"$

" Dowels in Crank Pins

Length

Screwed or Plain

No. of Bolts each Coupling

6

Diar. at Mid Length

$2\frac{5}{16}"$

Diar. of Pitch Circle

13

Greatest Distance from Edge of Main Bearing to Crank Web

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

Type of Thrust Blocks

Cast Iron Horse Shoe, adjusted with steel rods & nuts.

No. " Rings

6

Diar. of Thrust Shafts at bottom of Collars

$8\frac{3}{8}"$

No. of Collars

6

" " Forward Coupling

$8\frac{3}{8}"$

At Aft Coupling

$8\frac{3}{8}"$

Diar. of Intermediate Shafting by Rule

Actual

No. of Lengths

0

No. of Bolts, each Coupling

6

Diar. at Mid Length

Diar. of Pitch Circle

$13"$

Diar. of Propeller Shafts by Rule

$9.18"$

Actual

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

At Couplings

$9"$

Are Propeller Shafts fitted with Continuous Brass Liners?

yes.

Diar. over Liners

$10\frac{1}{2}"$

Length of After Bearings

$3'-6"$

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.



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No. of Blades each Propeller

4

Fitted or Solid 2

Fitted.

Material of Blades

Semi steel

Boss

Semi steel

Diar. of Propellers

11'-0" Pitch 9'-3"

Pitch 9'-3"

Surface (each)

39

S. ft.

Coefficient of Displacement of Vessel at 1 Moulded Depth

Crank Shafts Forged by

Sizer Forge Co. Buffalo
Tacony Steel Co. Pkadepts

erial

18.

12 Pins

12

Web

99

Thrust Shafts

82

Intermed.,

11

Propeller .

22

Crank .

Finished by

Canada Foundries & Forging
by Newes & Phillips

78

Thrust

99

Intermed. .

10

Propeller ..

holing wood S. B. Co. L.

STAMP MARKS ON SHAFTS.

SKETCH OF PROPELLER SHAFT

PUMPS, ETC.

No. of Air Pumps 1 *Turn Beam* Diar. 18" Stroke 12"

Worked by Main or Independent Engines? *Independent.*

No. of Circulating Pumps 1 Diar. Stroke

Type of " *Centrifugal*

Diar. of " Suction from Sea 7"

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

What other Pumps can circulate through Condenser? *Donkey Pump*

No. of Feed Pumps on Main Engine 0 Diar. - Stroke -

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. 6" Stroke 12"

What other Pumps can feed the Boilers? *none.*

No. of Bilge Pumps on Main Engine 0 Diar. - Stroke -

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

No. of Independent Bilge Pumps 2

What other Pumps can draw from the Bilges? *none*

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.*

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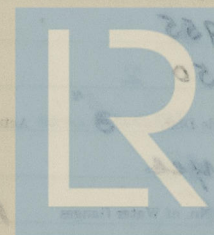
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BOILERS.

196

Works No. 1 Type Scotch Marine

Single or Double-ended Single

No. of Furnaces in each 3

Type of Furnaces Morrison Corrugated.

Date when Plan approved Oct 24th 1912.

Approved Working Pressure 195 lbs.

Hydraulic Test Pressure 345 lbs.

Date of Hydraulic Test March 10th 1923.

" when Safety Valves set May 12th 1923.

Pressure at which Valves were set 195 lb.

Date of Accumulation Test

Maximum Pressure under Accumulation Test 195 lbs.

System of Draught Forced.

Can Boilers be worked separately? —

Makers of Plates Lukens. Steel. U. S. A.

" Stay Bars Iron Scotia Steel Coal Co.

" Rivets Steel Co. of Canada Ltd. Hamilton

" Furnaces John Morrison & Co. Montreal

Greatest Internal Diam. of Boilers 14'-0"

" " Length " 10'-9"

Square Feet of Heating Surface each Boiler 1955

" " Grate " " 50

No. of Safety Valves each Boiler 1-Twin Rule Diam. 3" Actual 3"

Are the Safety Valves fitted with Easing Gear? yes.

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

" Test Cocks " 3 " Salinometer Cocks 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? *yes*

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

No. of Strakes of Shell Plating in each Boiler *1*

Plates in each Strake *2*

Thickness of Shell Plates Approved *1.25"*

" " in Boilers *1.25"*

Are the Rivets Iron or 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 *1.00"*

" inside " *1.20"*

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 5/16"* Pitch

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 *2*

Are these Seams Hand or Machine riveted? *machine*

Diar. of Rivet Holes *1 5/16"* Pitch *4"*

No. of Rows of Rivets in Back End Circumferential Seams *2*

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

Diar. of Rivet Holes *1 5/16"* Pitch *4"*

Size of Manholes in Shell *12" x 16"*

Dimensions of Compensating Rings *31" x 34" x 1 1/4" Thick*



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Thickness of End Plates in Steam Space Approved *Front - 840" Back - 838"*

" " " " " in Boilers " - 840" " - 838"

Pitch of Steam Space Stays *16" x 18 1/2"*

Diar. " " " " Approved *2 1/2* Threads per Inch

" " " " " in Boilers *2 1/2* " "

Material of " " " *Steel*

How are Stays Secured? *nuts on inside & outside*

Diar. and Thickness of Loose Washers on End Plates

" " Riveted " " "

Width " " Doubling Strips " "

765"

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 *1 1/2* Threads per Inch *10*

" " in Boilers *1 1/4" Margin* *1 1/8" other*

Material " *Steel*

Are Stays fitted with Nuts outside?

yes.

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



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2 1/2" Ends.

2½" Ends.

Steel

 $\frac{11}{16}$

凡

$7\frac{3}{4}'' \times 13\frac{3}{4}''$

先

9
32

Are Stay Tubes fitted with Nuts at Front End?

yes.

640"

-640"

7 $\frac{3}{4}$ " x 8"

 $3\frac{7}{8}'' \times 4''$ $\frac{9}{32}$

H. G. B. W. E.

2 $\frac{3}{4}$ "

Iron

 $\frac{9}{16}$ $\frac{9}{16}$

40"

 $7'-1\frac{3}{4}"$

3'-0"

$$\frac{19}{32}$$
$$\frac{19''}{.32}$$
 $7\frac{7}{8}'' \times 7''$

01

1/10/19

01

787. - 287

24

52

24

Diar. of Screwed Stays Approved

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

Threads per Inch

10

" " " in Boilers

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

Material " "

Steel

Thickness of Combustion Chamber Sides Approved

 $\frac{19}{32}"$

" " " " in Boilers

 $\frac{19}{32}"$

Pitch of Screwed Stays in C.O. Sides

 $6\frac{1}{4}" \times 6\frac{9}{16}"$

Diar. " " Approved

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

Threads per Inch

10

" " " in Boilers

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

Material " "

Iron.

Thickness of Combustion Chamber Backs Approved

Wings - $\frac{9}{16}"$ Centre - .587"

" " " " in Boilers

 $\frac{9}{16}"$

" - .587"

Pitch of Screwed Stays in C.O. Backs

 $6\frac{3}{16}" \times 5"$

Diar. " " Approved

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

Threads per Inch

10

" " " in Boilers

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

Material " "

Iron

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

No

Thickness of Combustion Chamber Bottoms

 $\frac{7}{8}"$

No. of Girders over each Wing Chamber

5

" " " Centre "

4

Depth and Thickness of Girders

 $1\frac{1}{4}" \times 10\frac{1}{2}"$

Material of Girders

Steel Plate.

No. of Stays in each

3

No. of Tubes, each Boiler

309

Size of Lower Manholes

 $11" \times 15"$

VERTICAL DONKEY BOILERS.

No. of Boilers
 Grossed Int. Diam.
 Height of Boiler Crown above the Base
 Air Boiler Crown Flat or Dished
 Internal Radius of Dished Boilers
 Description of Boilers in Boiler Crown
 Diameter of Boiler Crown
 Height of Boiler Crown above the Base
 Air Boiler Crown Flat or Dished
 Internal Radius of Dished Boilers
 No. of Crown Stays
 Internal Diam. of Boiler at Top
 Thickness of Plates
 No. of Water Tubes
 Diameter of Water Tubes
 Size of Manhole in Shell
 Dimensions of Steam-heating Jacket
 Heating Surface, each Boiler
 Gross Surface

SUPERHEATERS.

Description of Superheaters

When installed

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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 Radius of Dished Ends
 Internal Diar.
 Thickness
 How are Seams connected?
 Date of Hydraulic Test
 Test Pressure

No. of Pipes
 Material
 Internal Radius of Dished Ends
 Internal Diar.
 Thickness
 How are Seams connected?
 Date of Hydraulic Test
 Test Pressure



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MAIN STEAM PIPES.

No. of Lengths	1		
Material	10 Iron		
Brazed, Welded or Seamless	Seamless		
Internal Diam.	4.813"		
Thickness	.375		
How are Flanges secured?	Riveted		
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			
No. of Lengths			
Material			
Brazed, Welded or Seamless			
Internal Diam.			
Thickness			
How are Flanges secured?			
Date of Hydraulic Test			
Test Pressure			

STEAM EVAPORATOR.

No.	1		
Type	Horizontal		
Material	Steel		
Working Pressure			
Date of Test of Safety Valve with Steam			

FEED WATER HEATERS.

No.	1		
Type	Vertical		
Material	Steel		
Working Pressure			
Date of Test			

FEED WATER FILTERS.

No.	1		
Type	Pressure type		
Material	Steel		
Working Pressure			
Date of Test			



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SPARE GEAR

No. of Top End Bolts.	No. of Bot. End Bolts.	No. of Cylinder Cover Studs
2	2	6
" Coupling Bolts 6	" Main Bearing Bolts 2	" Valve Chest " 6
" Junk Ring Bolts	" Feed Pump Valves 1 set	" Bilge Pump Valves 1 set
" H.P. Piston Rings	" I.P. Piston Rings	" L.P. Piston Rings
" " Springs	" " Springs	" " Springs
" Safety Valve "	" Fire Bars $\frac{1}{4}$ set	" Feed Check Valves
" 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	" Propellers	" Propeller Blades
" Boiler Tubes	" Condenser Tubes	" Condenser Ferrules

OTHER ARTICLES OF SPARE GEAR:—

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.
Hold No. 1				
Hold No. 2				
Hold No. 3				
Hold No. 4				
Hold No. 5				
Hold No. 6				
Hold No. 7				
Hold No. 8				
Hold No. 9				
Hold No. 10				
Hold No. 11				
Hold No. 12				
Hold No. 13				
Hold No. 14				
Hold No. 15				
Hold No. 16				
Hold No. 17				
Hold No. 18				
Hold No. 19				
Hold No. 20				
Hold No. 21				
Hold No. 22				
Hold No. 23				
Hold No. 24				
Hold No. 25				
Hold No. 26				
Hold No. 27				
Hold No. 28				
Hold No. 29				
Hold No. 30				
Hold No. 31				
Hold No. 32				
Hold No. 33				
Hold No. 34				
Hold No. 35				
Hold No. 36				
Hold No. 37				
Hold No. 38				
Hold No. 39				
Hold No. 40				
Hold No. 41				
Hold No. 42				
Hold No. 43				
Hold No. 44				
Hold No. 45				
Hold No. 46				
Hold No. 47				
Hold No. 48				
Hold No. 49				
Hold No. 50				

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



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

No. of Switches		Position of Switch Board	
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

Are Out-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits

On Aux. " " each Auxiliary Circuit

Wherever a Cable is reduced in size

To each Lamp Circuit

To both Flow and Return Wires of all Circuits when the Double-Wire System is adopted

Are the Fuses of Standard Sizes?

Are all Switches and Out-outs constructed of Non-inflammable Material?

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

Smallest Single Wire used, No. S.W.G., Largest, No. S.W.G.

How are Conductors in Engine and Boiler Spaces protected?

" Saloons, State Rooms, &c., " ?

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp

(2) " passing through Bunkers or Cargo Spaces

(3) " " Deck Beams or Bulkheads

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

is unimpaired?

Are all Joints in accessible positions, none being made in Bunkers or Cargo Spaces?

Are all Hull Connections for Single-Wire Systems made with Screws of large Surface?

Are the Dynamos, Motors, Main and Branch Cables, so placed that the Compasses are not injuriously affected by them?

Have Tests been made to prove that this condition has been satisfactorily fulfilled?

Has the Insulation Resistance over the whole system been tested?

What does the Resistance amount to? Ohms.

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. *Yes*

Main Boiler constructed in accordance with the requirements of the Rules & Approved plans.

Main Engine constructed in accordance with the Requirements of the Rules of the American Bureau of Shipping

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. "*Dalrymple*"

as ascertained by ^{us}me 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.	1956	Sq. ft.	\$60	: 00 :
G.S.	50	"	:	:

DONKEY BOILERS.

H.S.	Sq. ft.	:	:
G.S.	"	:	:
		£	:

ENGINES.

L.P.C.	12.87	Cub. ft.	\$108	: 00 :
		£	:	:

Testing, &c. £ :

Expenses *see full book.*

Total ... *\$168* : 00 :

It is submitted that this Report be approved,

W. H. King
Chief Surveyor.

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

21st November 1913

Fees advised

Fees paid

6th June 1913
8th June 1913

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Secretary.

Post-
Main Dealer
1922
20

Main Dealer established in accordance with
the requirements of the Rules & Regulations of the

Main Engine established in accordance with
the Requirements of the Rules & Regulations of the
Bureau of Shipping

Hook: 11/2

Total 11/2

It is submitted that this Report be approved.

John D. [Signature]

Chief Engineer

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

"Salvage"

10/1/22
10/1/22

For [Signature]

For [Signature]



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