

DONALD F. FAWCETT

No. 1938

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 1761 No. in Register Book 251/3057

S.S.

CHEMONG

Makers of Engines

J. G. Kincaid & Co. Ltd

Works No.

610

Makers of Main Boilers

(same.)

Works No.

"

Makers of Donkey Boiler

Works No.



MACHINERY.



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002907-002915-0069

No.

THE BRITISH CORPORATION FOR THE SURVEY

AND

REGISTRY OF SHIPPING.

Report No. *1761* No. in Register Book *3057*

Received at Head Office *24th July 1921*

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

"*Chernong*"

Official No. Port of Registry *Newcastle*

Registered Owners *Swan Hunter & Wigham*

Richardson, Wallsend-on-Tyne.

Engines Built by *John G. Kincaid & Co. Ltd.*

at *Greenock.*

Main Boilers Built by *(same firm)*

at *(same place.)*

Donkey " "

at

Date of Completion *6/24*

First Visit *8/11/23* Last Visit *21/6/24* Total Visits *34*



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RECIPROCATING ENGINES.

Works No. **610** No. of Sets **1** Description **Triple expansion, vertical.**

No. of Cylinders each Engine **3** No. of Cranks **3**
 Diars. of Cylinders **16", 27" and 44"** Stroke **33"**

Cubic feet in each L.P. Cylinder **29**

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

Yes.

" " " each Receiver?

M.P. & L.P. only.

Type of H.P. Valves,

Piston

" **M.P.**

Slide

" **L.P.**

Slide

" Valve Gear

Stevenson Link.

" Condenser

Surface.

Cooling Surface **950** sq. ft.

Diameter of Piston Rods (plain part)

4 7/8"

Screwed part (bottom of thread) **3.037"**

Material

Steel.

Diar. of Connecting Rods (smallest part)

4"

Material

Steel.

" Crosshead Gudgeons

4 1/2"

Length of Bearing

7"

Material

"

No. of Crosshead Bolts (each)

4

Diar. over Thrd.

1 3/4"

Thrds. per inch

6

Material

Steel.

" Crank Pin

2

" **2 1/2"**

"

"

" Main Bearings

6

Lengths

5 @ 8 7/8" and one @ 8 7/6"

" Bolts in each

2

Diar. over Thread

2"

Threads per inch

6

Material

Steel.

" Holding Down Bolts, each Engine

74

Diar.

1"

No. of Metal Chocks

44

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

J.G. Kincaid & Co. Ltd.

Piston

Crossheads,

Connecting Rods, Finished by

Piston

Crossheads,

Date of Harbour Trial

14/6/24

" Trial Trip

21/6/24.

Trials run at

Skelmalie.

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

Yes.

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

907

Revs. per min. **96**

Pressure in 1st I.P. Receiver, **45** lbs., 2nd I.P.,

lbs., L.P., **18** lbs., Vacuum, **23.5** ins.

Speed on Trial

9.44 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.

Revs. per min.

Estimated Speed



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SHAFTING.

Are the Crank Shafts Built or Solid? *Built.*

No. of Lengths in each *3* Angle of Cranks *120°*

Diar. by Rule *8.59"* Actual *8⁵/₈"* In Way of Webs *8⁷/₈"*

" of Crank Pins *8⁵/₈"* Length between Webs *8⁵/₈"*

Greatest Width of Crank Webs *1'-4¹/₂"* Thickness *5⁵/₈"*

Least " " " " " "

Diar. of *Dowels* in Crank Webs *1¹/₂"* Length *3³/₄"*

" Dowels in Crank Pins *(none)* Length Screwed or Plain

No. of Bolts each Coupling *6* Diar. at Mid Length *2⁷/₁₆"* Diar. of Pitch Circle *1'-1"*

Greatest Distance from Edge of Main Bearing to Crank Web *3³/₈"*

Type of Thrust Blocks *Adjustable, horse-shoe.*

No. " Rings *4*

Diar. of Thrust Shafts at bottom of Collars *8⁵/₈"* No. of Collars *4*

" " Forward Coupling " At Aft Coupling *8⁵/₈"*

Diar. of Intermediate Shafting by Rule *(none.)* Actual No. of Lengths

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

Diar. of Propeller Shafts by Rule *9.767"* Actual *9⁷/₈"* At Couplings *8⁵/₈"*

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

Diar. over Liners *1¹/₈"* Length of After Bearings *3'-3¹/₂"*

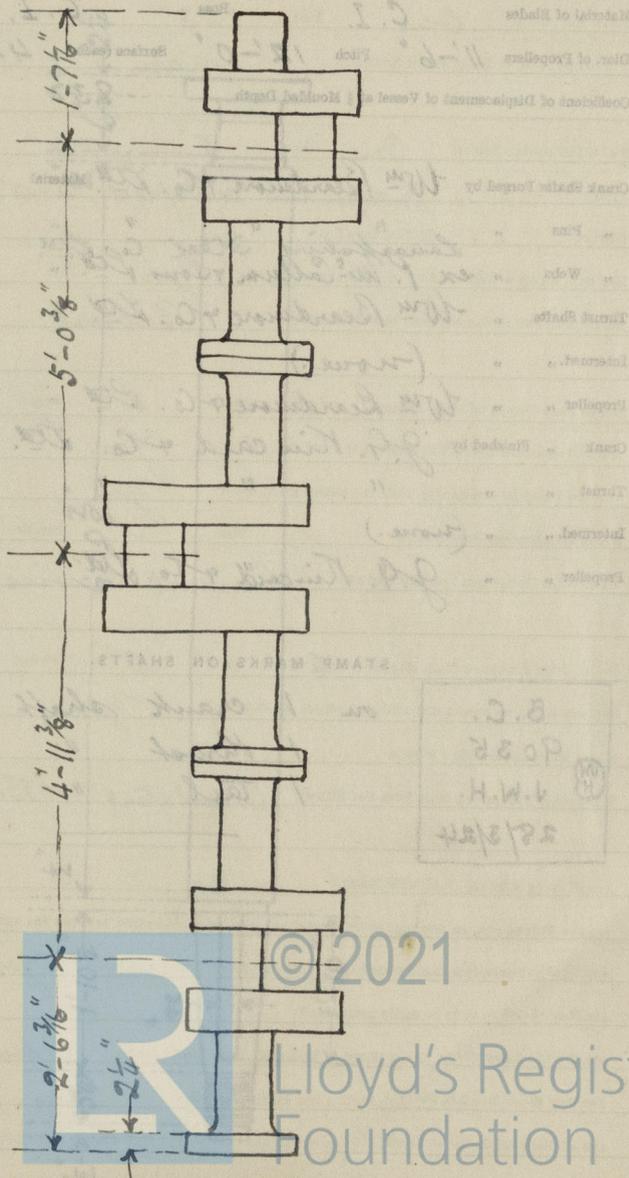
Of what Material are the After Bearings composed? *Lignum Vitae.*

Are Means provided for lubricating the After Bearings with Oil? *No*

" " to prevent Sea Water entering the Stern Tubes? *"*

If so, what Type is adopted?

SKETCH OF CRANK SHAFT.



No. of Blades each Propeller *4* Fitted or Solid? *Fitted.*
 Material of Blades *C.I.* Boss *C.I.*
 Diam. of Propellers *11'-6"* Pitch *12'-0"* Surface (each) *42* S. ft.
 Coefficient of Displacement of Vessel at $\frac{3}{4}$ Moulded Depth *.832*

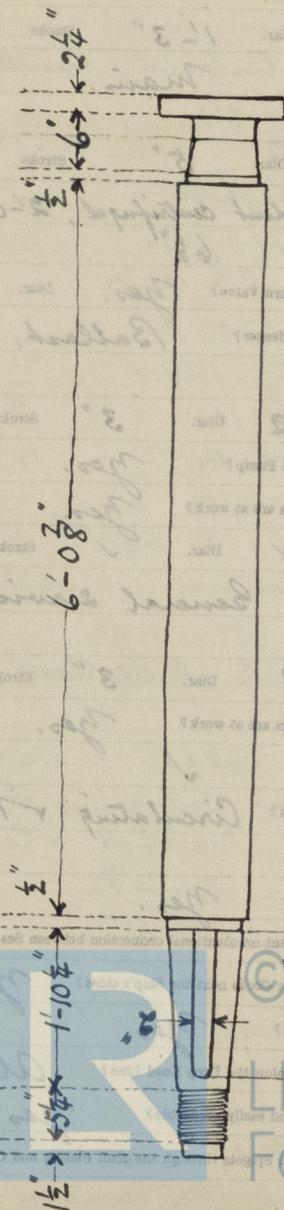
Crank Shafts Forged by *Wm Beardmore & Co. Ltd.* Material *I.S.*
 „ Pins „ *"* „ *"*
 „ Webs „ *Langfishing Steel Co. Ltd.* „ *"*
 „ *ex F. W. Callum & Sons Ltd.* „ *"*
 Thrust Shafts „ *Wm Beardmore & Co. Ltd.* „ *"*
 Intermed. „ „ *(none.)* „ *"*
 Propeller „ „ *Wm Beardmore & Co. Ltd.* „ *"*
 Crank „ Finished by *J.G. Kincaid & Co. Ltd.*
 Thrust „ „ *"* „ *"*
 Intermed. „ „ *(none.)*
 Propeller „ „ *J.G. Kincaid & Co. Ltd.*

STAMP MARKS ON SHAFTS.

B.C.
 9035
 J.W.H.
 28/3/24

on 1 crank shaft
 1 thrust "
 1 tail "

SKETCH OF PROPELLER SHAFT.



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PUMPS, ETC.

No. of Air Pumps *One* Diar. *1'-3"* Stroke *1'-3"*
 Worked by Main or Independent Engines? *Main.*

No. of Circulating Pumps *One* Diar. *5"* Stroke *5½"*
 Type of " *Independent centrifugal, 2'-0" impeller.*
 Diar. of " Suction from Sea *6½"*
 Has each Pump a Bilge Suction with Non-return Valve? *yes.* Diar. *4½"*
 What other Pumps can circulate through Condenser? *Ballast.*

No. of Feed Pumps on Main Engine *2* Diar. *3"* Stroke *1'-3"*
 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 Diar. Stroke
 What other Pumps can feed the Boilers? *General service.*

No. of Bilge Pumps on Main Engine *2* Diar. *3"* Stroke *1'-3"*
 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? *Circulating & Ballast.*

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

No. of Boilers *2*
 Type of Boilers *Cylindrical, vertical tubular*
 No. of Tubes in each *2*
 Type of Tubes *Bright*
 Date when first approved *3/11/23*
 Approval Working Pressure *180 lbs/sq*
 Hydraulic Test Pressure *350*
 Date of Hydraulic Test *28/8/24*
 when first given *2/11/24*
 Pressure at which Valves were set *183 lbs/sq*
 Date of Accumulation Test *21/10/24*
 Maximum Pressure after Accumulation Test *190 lbs/sq*
 System of Treatment *Natural*

Can tubes be worked separately? *yes.*
 Date of last overhaul *28/8/24*
 Name of Engineer *H.W. Hunt, 1st & 2nd Licenses 55*
 Signature *John [unclear]*
 Greatest Internal Diam. of Boilers *18'-4"*
 Length *10'-2"*
 Date of last overhaul *28/8/24*
 Name of Engineer *H.W. Hunt, 1st & 2nd Licenses 55*
 Signature *John [unclear]*
 Test Cocks *one*



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BOILERS.

Works No. 610

No. of Boilers 2 Type Cylindrical, multi tubular.

Single or Double-ended Single

No. of Furnaces in each 2

Type of Furnaces Deighton.

Date when Plan approved 3/11/23.

Approved Working Pressure 180 lbs/□"

Hydraulic Test Pressure 320 "

Date of Hydraulic Test 28/3/24.

„ when Safety Valves set 21/6/24

Pressure at which Valves were set 183 lbs/□"

Date of Accumulation Test 21/6/24

Maximum Pressure under Accumulation Test 186 lbs/□"

System of Draught Natural

Can Boilers be worked separately? Yes.

Makers of Plates Steel Co. of Scotland Ltd.

„ Stay Bars " " "

„ Rivets N.W. Rivet, Bolt & Nut Factory Ltd.

„ Furnaces John Marshall & Co. Ltd.

Greatest Internal Diam. of Boilers 12'-4 ¹/₂"

„ „ Length „ 10'-6"

Square Feet of Heating Surface each Boiler 1388

„ „ Grate „ „ 43.125

No. of Safety Valves each Boiler 2 Rule Diam. 2.375" Actual 2 ¹/₂"

Are the Safety Valves fitted with Easing Gear? Yes.

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

„ Test Cocks „ 3 „ Salinometer Cocks "

B.C. TEST.
4598
320 lbs.
WP. 180 - (JWH)
J.W.H.
28/3/24

Wrapper plates; John Spencer & Sons, Ltd. Newcastle.

Nuts by Carr & Nichol, Ltd., Atherton.



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Thickness of End Plates in Steam Space Approved

$1\frac{3}{32}$ "

Pillar

" " " " " in Boilers

Pitch of Steam Space Stays

$1'-5\frac{1}{2}"$

($1'-5"$ vert.)

Diar. " " " " Approved

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

Threads per Inch

6

" " " " " in Boilers

Material of " " "

Steel.

How are Stays Secured?

Nuts + small washers inside + out.

Diar. and Thickness of Loose Washers on End Plates

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

Riveted " " "

✓

Width " " Doubling Strips

✓

Thickness of Middle Back End Plates Approved

$2\frac{5}{32}"$

Thickness of Doublings in Wide Spaces between Fireboxes

Pitch of Stays at

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

($8\frac{3}{4}"$ vert.)

Diar. of Stays Approved

$1\frac{3}{4}"$

Threads per Inch

9

" " " " in Boilers

Material "

Steel.

Are Stays fitted with Nuts outside?

Yes.

Thickness of Back End Plates at Bottom Approved

$2\frac{5}{32}"$

" " " " " in Boilers

Pitch of Stays at Wide Spaces between Fireboxes

(various.)

Thickness of Doublings in " "

$\frac{9}{16}"$

Thickness of Front End Plates at Bottom Approved

$\frac{15}{16}"$

" " " " " in Boilers

No. of Longitudinal Stays in Spaces between Furnaces

3

Threads per Inch

$\frac{1}{2}$ "

Dist. of Stays Approved

" " " " in Boilers

Steel

Thickness of Front Tube Plates Approved

" " " " in Boilers

Pitch of Stay Tubes at Spaces between Stacks of Tubes

Thickness of Doublings in

Stay Tubes at

Are Stay Tubes fitted with Nuts at Front End?

Thickness of Back Tube Plates Approved

" " " " in Boilers

Pitch of Stay Tubes in Back Tube Plates

" " " " " in Boilers

Thickness of Stay Tubes

Plain

External Part of Tubes

Material

Thickness of Furnace Plates Approved

" " " " in Boilers

Shall be outside Dist. of Furnaces

Length between Tube Plates

" " " " " in Boilers

Thickness of Furnace Plates (Front to Back)

" " " " " in Boilers

Pitch of Stay Tubes in C.C. Tubes



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Diar. of Stays Approved $2\frac{1}{4}"$ Threads per Inch 6
 " " in Boilers " "
 Material " Steel. (1-5" vert.)
 Thickness of Front Tube Plates Approved $1\frac{5}{16}"$
 " " " " in Boilers " "
 Pitch of Stay Tubes at Spaces between Stacks of Tubes $1-2\frac{1}{4}"$ ($8\frac{3}{4}"$ vert.)
 Thickness of Doublings in " " " ✓
 " Stay Tubes at " " " $3/8"$
 Are Stay Tubes fitted with Nuts at Front End? Yes.
 Thickness of Back Tube Plates Approved $3/4"$
 " " " in Boilers " "
 Pitch of Stay Tubes in Back Tube Plates $11\frac{1}{4}"$ (mean.) ($8\frac{3}{4}"$ vert.)
 " Plain " $4\frac{1}{2}"$ ($4\frac{3}{8}"$ " vert.)
 Thickness of Stay Tubes $5/16"$ 9
 " Plain " 9 w.g.
 External Diar. of Tubes $3\frac{1}{4}"$
 Material " Lap welded wro't iron.
 Thickness of Furnace Plates Approved $19/32"$
 " " " in Boilers " "
 Smallest outside Diar. of Furnaces $3'-10\frac{3}{16}"$
 Length between Tube Plates $7'-0"$
 Width of Combustion Chambers (Front to Back) $2'-7\frac{19}{32}"$
 Thickness of " " Tops Approved $2\frac{1}{32}"$
 " " " in Boilers " "
 Pitch of Screwed Stays in C.O. Tops $9\frac{7}{8}"$ ($8\frac{1}{4}"$ bet. girders.)

Diar. of Screwed Stays Approved $1\frac{5}{8}"$ Threads per Inch 8
 " " in Boilers " "
 Material " Steel
 Thickness of Front Tube Plates Approved $5/16"$
 " " " " in Boilers " "
 Pitch of Stay Tubes at Spaces between Stacks of Tubes $1-2\frac{1}{4}"$ ($8\frac{3}{4}"$ vert.)
 Thickness of Doublings in " " " ✓
 " Stay Tubes at " " " $3/8"$
 Are Stay Tubes fitted with Nuts at Front End? Yes.
 Thickness of Back Tube Plates Approved $3/4"$
 " " " in Boilers " "
 Pitch of Stay Tubes in Back Tube Plates $11\frac{1}{4}"$ (mean.) ($8\frac{3}{4}"$ vert.)
 " Plain " $4\frac{1}{2}"$ ($4\frac{3}{8}"$ " vert.)
 Thickness of Stay Tubes $5/16"$ 9
 " Plain " 9 w.g.
 External Diar. of Tubes $3\frac{1}{4}"$
 Material " Lap welded wro't iron.
 Thickness of Furnace Plates Approved $19/32"$
 " " " in Boilers " "
 Smallest outside Diar. of Furnaces $3'-10\frac{3}{16}"$
 Length between Tube Plates $7'-0"$
 Width of Combustion Chambers (Front to Back) $2'-7\frac{19}{32}"$
 Thickness of " " Tops Approved $2\frac{1}{32}"$
 " " " in Boilers " "
 Pitch of Screwed Stays in C.O. Tops $9\frac{7}{8}"$ ($8\frac{1}{4}"$ bet. girders.)



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Diar. of Screwed Stays Approved $1\frac{5}{8}$ " Threads per Inch 9

" " " in Boilers "

Material " " Steel.

Thickness of Combustion Chamber Sides Approved $\frac{21}{32}$ "

" " " " in Boilers "

Pitch of Screwed Stays in C.C. Sides $9\frac{3}{8}$ " ($8\frac{1}{4}$ " vert. bet. rows.)

Diar. " " Approved $1\frac{5}{8}$ " Threads per Inch 9

" " " in Boilers "

Material " " Steel.

Thickness of Combustion Chamber Backs Approved $\frac{21}{32}$ "

" " " " in Boilers "

Pitch of Screwed Stays in C.O. Backs 9" ($8\frac{3}{4}$ " vert.)

Diar. " " Approved $1\frac{5}{8}$ " Threads per Inch 9

" " " in Boilers "

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 5

" " " Centre " "

Depth and Thickness of Girders $8\frac{1}{2}$ " x $5\frac{7}{8}$ " (double)

Material of Girders Steel plates.

No. of Stays in each 2

No. of Tubes, each Boiler 188

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

VERTICAL DONKEY BOILERS

No. of Boilers

Height

Greatest Int. Diam.

Height of Boiler Crown above Fire Grate

Are Boiler Crowns Tapered Down?

Internal Radius of Dished Ends

Description of Stays in Boiler Crowns

Width of Gaskets

Diam. of Rivet Heads

Height of Ribbed Crowns above Fire Grate

Are Ribbed Crowns Tapered Down?

Internal Radius of Ribbed Crowns

Material

Diam.

No. of Crown Stays

External Diam. of Ribbed Crown at Top

Thickness of Plates

No. of Water Tubes

Material of Water Tubes

Size of Manhole in Shell

Dimensions of Compression Ring

Location outside each boiler

SUPERHEATERS

Description of Superheaters

When situated?

Which Boilers are connected to superheaters?

Can superheaters be used on other boilers and working?

No. of Safety Valves on each Superheater

Date of Expiration of Test

Date when Safety Valves were



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EVAPORATORS.

No.	Type	Tons per Day
Makers		
Working Pressure	Test Pressure	Date of Test
Date of Test of Safety Valves under Steam		

FEED WATER HEATERS.

One
 No. 2336 Type Surface H.P. no. 8 "C.M."
 Makers Holden & Brooke Ltd Manchester.
 Working Pressure 180 Test Pressure Cols 45'0 Date of Test 30/1/24.

FEED WATER FILTERS.

One Type Low pressure Size No. 1 Suction
 Makers Bawie & Home Johnstone
 Working Pressure — Test Pressure — Date of Test —

STEERING ENGINE.

No. One Type Vertical steam
 Makers. Haste Greenock
 fitted with Tellmotor Gear.

INJECTOR.

Brooke's patent, size 9, by Holden & Brooke Ltd.

LIST OF DONKEY PUMPS.

Ballast, vert. duplex, 9" & 13" x 10", by Kincaid.
 Suctions; - Sea, tanks, bilges, + hold flooding connection.
 Discharges; - O'board, tanks, + Condenser.

General Service, vert. duplex, 6" & 4 1/4" x 6", by Dawson & Downie.

Suctions; - Sea, Hot well, e-r tank, Condenser, boilers, + circulating discharge.

Discharges; - O'board, boilers, heater, deck, + e-r hose.

Circulating, Centrifugal, 5" x 5 1/2", (6 1/2" suct. + disch.)
 by H. Watson & Sons.

Suctions; - Sea, bilge injection.

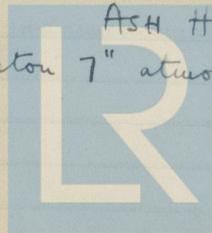
Discharge; - Condenser.

Sanitary, horz. duplex, 4 1/2" & 2 3/4" x 4", by Dawson & Downie.

Suctions; - Sea, e-r tank.

Discharge; - Sanitary tank.

One Crompton 7" atmospheric, self-tipping bucket.



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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	6	" Main Bearing Bolts	2	" Valve Chest "	6
" Junk Ring ^{Studs}	3	" Feed Pump Valves	1 set with sects.	" Bilge Pump Valves	1 set with sects.
" H.P. Piston Rings		" L.P. Piston Rings		" L.P. Piston Rings	
" " Springs		" " Springs		" " Springs	
" Safety Valve "	1	" Fire Bars	1/2 set for 1 boiler with wing bars.	" Feed Check Valves	1 main and 1 aux.
" Piston Rods		" Connecting Rods		" Valve Spindles	
" Air Pump Rods		" Air Pump Buckets		" Air Pump Valves	1/2 set
" Cir. "		" Cir. "		" Cir. "	
" Crank Shafts		" Crank Pin Bushes		" Crosshead Bushes	
" Propeller Shafts		" Propellers		" Propeller Blades	4 c.i.
" Boiler Tubes	3 plain to be sent	" Condenser Tubes	3	" Condenser Ferrules	20

OTHER ARTICLES OF SPARE GEAR:-

- 24 assorted bolts & nuts. 48 woodite
- 24 gauge glasses, with ~~1/2 doz.~~ rubber rings.
- 2 sheets tin.
- 1 " Muntz metal.
- 1 set feed donkey water valves
- 1 " ballast " " "
- 1 " Sanitary pump " "
- 1 escape valve spring for each size fitted.
- Bar & plate iron in various sizes.

REFRIGERATORS

Included in assorted bolts.

and 1 aux.



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REFRIGERATORS.

No. of Machines *2* Capacity of each *1000*
 Makers *W. G. & Co.*
 Description *W. G. & Co. 3*

No. of Steam Cylinders, each Machine *2* No. of Compressors *1* No. of Cranks *2*

Particulars of Pumps in connection with Refrigerating Plant and whether worked by Refrigerating Machines or Independently

System of Refrigeration *W. G. & Co.*

Insulation *W. G. & Co.*

Are Brine and other Regulating Valves placed so as to be accessible without entering the Insulated Spaces? *W. G. & Co.*

Are all Pipes, Air Trunks, &c., well secured and protected from risk of damage? *W. G. & Co.*

Are all Bilge, Sounding, and Air Pipes in Insulated Spaces properly insulated? *W. G. & Co.*

Are Thermometer Tubes so arranged that Water cannot enter and freeze in them?

Date of Test under Working Conditions

RESULTS OF TRIALS.

COMPARTMENT.	Temp. at beginning of Trial.	Temp. at end of Trial.	Time required to obtain this Result.	Rise of Temp. after hours.
<i>St. room</i>	<i>16</i>	<i>27</i>	<i>4/00</i>	<i>11.00</i>
<i>St. room</i>	<i>16</i>	<i>24.5</i>	<i>4/00</i>	<i>10.00</i>
<i>St. room</i>	<i>16</i>	<i>22</i>	<i>3/00</i>	<i>10.00</i>
<i>St. room</i>	<i>16</i>	<i>22.5</i>	<i>3/00</i>	<i>10.00</i>

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



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Direct-coupled to single cyl. steam engine 6" x 5"
by same makers.

ELECTRIC LIGHTING.

Installation Fitted by *The Sunderland Forge Co Ltd*
 No. and Description of Dynamos *One - multipolar Compound Wound Dynamo*
 Makers of Dynamos *Sunderland Forge & Eng. Co Ltd Belfast.*
 Capacity " *68* Amperes, at *110* Volts. *375* Revols. per Min. *= 7 1/2 4 1/2 K.W.*
 Current Alternating or Continuous *Continuous*
 Single or Double Wire System *Double wire system*
 Position of Dynamo *Starboard side eng. room.*
 " Main Switch Board *Engine room.*
 No. of Circuits to which Switches are provided on Main Switch Board *Five.*

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.
1. <i>Eng. & Bk. rooms</i>	<i>14</i>	<i>16</i>	<i>4.7</i>	<i>4/064</i>	<i>342</i>	<i>100%</i>	<i>2500 meg.</i>
2. <i>For Accom. & Cargo</i>	<i>38</i>	<i>16</i>	<i>24.75</i>	<i>4/064</i>	<i>1100</i>	<i>100%</i>	<i>"</i>
3. <i>Nav. & India</i>	<i>5</i>	<i>32</i>	<i>5.5</i>	<i>4/064</i>	<i>344.5</i>	<i>100%</i>	<i>"</i>
4. <i>Att room & Cargo</i>	<i>54</i>	<i>16</i>	<i>32.45</i>	<i>4/064</i>	<i>1445</i>	<i>100%</i>	<i>"</i>
5. <i>Spare.</i>							

Total No. of Lights *111* No. of Motors driving Fans, &c. *nil* No. of Heaters *nil*

Current required for Motors and Heaters *nil*

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

1 in wheel house for Nav. Lights 5 switches
1 " eng. room " Eng. Rm. & B. Rm. " "

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 Cut-outs constructed of Non-inflammable Material? *Yes.*

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

Smallest Single Wire used, No. *all stranded* S.W.G., Largest, No. *—* S.W.G.

How are Conductors in Engine and Boiler Spaces protected? *Lead covered, armoured & braided*

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

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp *Lead cov. armoured & braided*

(2) " " passing through Bunkers or Cargo Spaces *Cables run in galv. W. I pipe*

(3) " " " Deck Beams or Bulkheads *Bushed holes or W. I glands.*

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

is unimpaired? *No joints*

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? *Yes.*

Has the Insulation Resistance over the whole system been tested? *Yes.*

What does the Resistance amount to? *1 Megohm.* Ohms.

Is the Installation supplied with a Voltmeter? *Yes.*

" " " an Ampere Meter? *Yes.*

Date of Trial of complete Installation *16/6/24* Duration of Trial *12 hrs.*

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? *Yes*

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

Surveyor.

Have Tests been made to prove that the condition had been established?

Have the Installation Regulations been observed over the whole system?

What was the Result of the Examination?

Is the Installation complete and satisfactory?

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*

Does the above description of the Machinery of the S.S. "CHEMONG" correctly describe the Machinery of the S.S.

as ascertained by ^{us} ~~me~~ from personal examination

J. Wood Harrington.
Geo. W. Luke.
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.C.	Cub. ft.	:	:	:
		£	:	:
Testing, &c. ...		:	:	:
		£	:	:
Expenses ...		:	:	:
		£	:	:
Total ...	£	:	:	:

It is submitted that this Report be approved.

Jan Burr for Chief Surveyor.

Approved by the Committee for the Class of M.B.S.* on the *11th June 1924.*

Fees advised

Fees paid



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Secretary.

GENERAL CONSTRUCTION

For the year ending 31st Dec 1923

By order of the Committee for the Class of M.S.S. on the 11th Dec 1923

Approved by the Committee for the Class of M.S.S. on the 11th Dec 1923

For the year ending 31st Dec 1923

By order of the Committee for the Class of M.S.S. on the 11th Dec 1923

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Visits.

8/11/23

12 "

30 "

11/12/23.

18 "

27 "

10/1/24

18 "

24 "

30 "

5/2/24

11 "

14 "

18 "

20 "

22 "

4/3/24.

7 "

10 "

11 "

13 "

17 "

20 "

26 "

28 "

31 "

4/4/24

10 "



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17/4/24.

18 "

30 "

5/5/24.

22/5/24

3/6/24

5 "

19 "

21 "

. 24/5/24

25/5/24

31

06

. 26/5/24

31

15

. 25/5/24

31

02

08

. 26/5/24

11

01

31

08

55

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17

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12

. 25/5/24

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194/20

18

30

195/20

196/20

197/20

198/20

199/20

200/20



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