

No. 2175

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 2031 No. in Register Book 3371.

" "
S.S. WALTER B. REYNOLDS

Makers of Engines *Smiths & Co. Ltd.*

Works No. 300

Makers of Main Boilers *Central Marine Engineering*

Works No. R323

Makers of Donkey Boiler -

Works No. ✓

MACHINERY.



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No.

THE BRITISH CORPORATION FOR THE SURVEY

AND

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Report No. No. in Register Book

Received at Head Office

11th August 1927

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

Walter B. Reynolds

Official No. 147799 Port of Registry

Montreal

Registered Owners

Mont-Louis Steamship Co. Ltd.

Engines Built by

Southwick & Co. Ltd.

at

South Bank - Ipswich

Main Boilers Built by

Central Marine Engine Works

at

West-End Ipswich

Donkey

at

Date of Completion

5-27

First Visit

16-12-26

Last Visit

10-5-27

Total Visits

40

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RECIPROCATING ENGINES

Works No. **300** No. of Sets **1** Description **Triple expansion**
P.C. Berke

No. of Cylinders each Engine **3** No. of Cranks **3**
Diars of Cylinders **15"-25"-40"** Stroke **33"**
Cubic feet in each L.P. Cylinder **23.65**
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 L.P. "
" 2nd L.P. "
" L.P. "
" Valve Gear **Stephenson link.**
" Condenser **Surface** Cooling Surface **850** sq. ft.
Diameter of Piston Rods (plain part) **4 1/4"** Screwed part (bottom of thread) **2.343"**
Material "
Diar. of Connecting Rods (smallest part) **4"** Material **Stub.**
" Crosshead Gudgeons **3 7/8"** Length of Bearing **4 1/16"** Material "
No. of Crosshead Bolts (each) **4** Diar. over Thrd. **1 3/4"** Thrd. per inch **5** Material "
" Crank Pin " " **2 1/4"** **6** " "
" Main Bearings Lengths **8 3/8"**
" Bolts in each **2** Diar. over Thread **2"** Threads per inch **7** Material **Stub.**
" Holding Down Bolts, each Engine **52** Diar. **1 1/4"** No. of Metal Chocks **52**
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

Brown Bros.

Piston " "

Crossheads,

Connecting Rods, Finished by

Cuntho & Co. Ltd.

Piston " "

Crossheads,

Date of Harbour Trial

6-5-27.

" Trial Trip

12-5-27.
In North Sea.

Trials run at

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

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

767.Revs. per min. **111.5.**Pressure in 1st L.P. Receiver, **51** lbs., 2nd L.P.,lbs., L.P., **6.8** lbs., Vacuum, **24** ins.

Speed on Trial

no speed taken.

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. *1000* Type of Turbines *Vertical*

No. of H.P. Turbines *2* No. of I.P. *2* No. of L.P. *2* No. of Astern *2*

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

Is Single or Double Reduction Gear employed? *Double*

Diar. of 1st Reduction Pinion *55* } Width *10* Pitch of Teeth *10*
 " 1st " Wheel *55* }

Estimated Pressure per lineal inch *100*

Diar. of 2nd Reduction Pinion *20* } Width *10* Pitch of Teeth *10*
 " 2nd " Wheel *20* }

Estimated Pressure per lineal inch *100*

Revs. per min. of H.P. Turbines at Full Power *1000* S.H.P. *1000*

" " I.P. " " *1000*

" " L.P. " " *1000*

" " 1st Reduction Shaft *1000*

" " 2nd " *1000*

" " Propeller Shaft *1000*

Total Shaft Horse Power *1000*

Date of Harbour Trial *1910*

" Trial Trip *1910*

Trials run at *1000*

Speed on Trial *10* Knots. Propeller Revs. per min. *1000* S.H.P. *1000*

Turbine Spindles forged by *1000*

" Wheels forged or cast by *1000*

Reduction Gear Shafts forged by *1000*

" Wheels forged or cast by *1000*

DESCRIPTION OF INSTALLATION.

No. of Turbo-Generating Sets *2* Capacity of each *1000*

Type of Turbines employed *Vertical*

Description of Generators *1000*

No. of Motors driving Propeller Shafts *2*

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

Is Single or Double Reduction Gear employed? *Double*

Description of Motors *1000*

Diar. of 1st Reduction Pinion *55* } Width *10* Pitch of Teeth *10*
 " 1st " Wheel *55* }

Estimated Pressure per lineal inch *100*

Diar. of 2nd Reduction Pinion *20* } Width *10* Pitch of Teeth *10*
 " 2nd " Wheel *20* }

Estimated Pressure per lineal inch *100*

Revs. per min. of Generators at Full Power *1000*

" " Motors *1000*

" " 1st Reduction Shaft *1000*

" " 2nd " *1000*

" " Propeller at Full Power *1000*

Total Shaft Horse Power *1000*

Date of Harbour Trial *1910*

" Trial Trip *1910*

Trials run at *1000*

Speed on Trial *10* Knots. Propeller Revs. per min. *1000* S.H.P. *1000*

Turbine Spindles forged by *1000*

" Wheels forged or cast by *1000*

Reduction Gear Shafts forged by *1000*

" Wheels forged or cast by *1000*



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SHAFTING.

Are the Crank Shafts Built or Solid?

Built.

No. of Lengths in each

4

Angle of Cranks

120°

Diar. by Rule

8.249

Actual

8 3/8"

In Way of Webs

8 3/8"

" of Crank Pins

8 3/8"

Length between Webs

8 1/2"

Greatest Width of Crank Webs

15 5/8"

Thickness

5-3/16"

Least

12 1/2"

Diar. of Keys in Crank Webs

1 1/2"

Length

4"

" Dowels in Crank Pins

1"

Length

3 1/2"

Screwed or Plain

Plain

No. of Bolts each Coupling

6

Diar. at Mid Length

2"

Diar. of Pitch Circle

12 1/2"

Greatest Distance from Edge of Main Bearing to Crank Web

4 1/8"

Type of Thrust Blocks

House shoe type.

No. " Rings

4

Diar. of Thrust Shafts at bottom of Collars

8 3/8"

No. of Collars

4 1/8"

" " Forward Coupling

7 3/8"

At Aft Coupling

7 3/8"

Diar. of Intermediate Shafting by Rule

Actual

No. of Lengths

No. of Bolts, each Coupling

Diar. at Mid Length

Diar. of Pitch Circle

Diar. of Propeller Shafts by Rule

8.87"

Actual

9"

At Couplings

8 3/8"

Are Propeller Shafts fitted with Continuous Brass Liners?

yes.

Diar. over Liners

10 3/16"

Length of After Bearings

3'-4"

Of what Material are the After Bearings composed?

Gunmetal Nilai.

Are Means provided for lubricating the After Bearings with Oil?

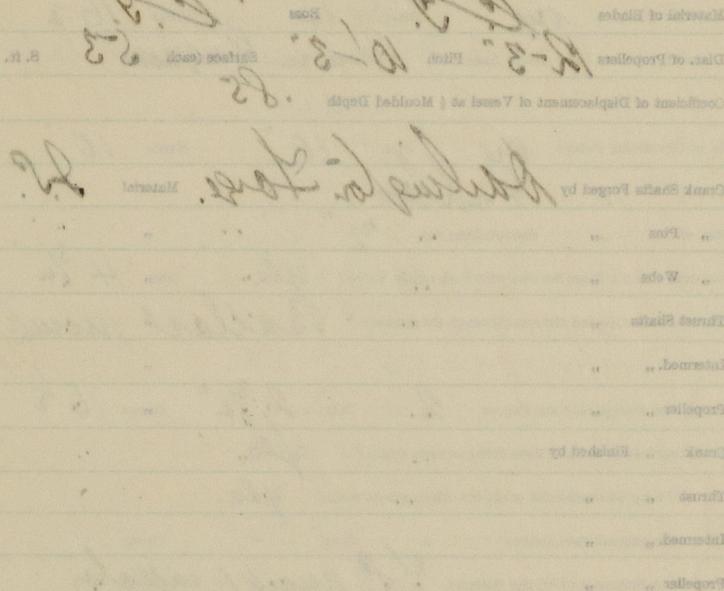
no.

" " to prevent Sea Water entering the Stern Tubes?

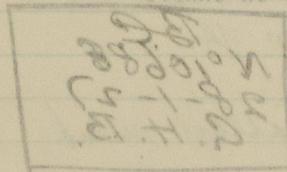
no.

If so, what Type is adopted?

SKETCH OF CRANK SHAFT.



STAMP MARKS ON SHAFTS



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BOILERS.

Works No. *R 323*

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

Single or Double-ended *single.*

No. of Furnaces in each *2*

Type of Furnaces *Delighton*

Date when Plan approved *10-1-27.*

Approved Working Pressure *180 lbs.*

Hydraulic Test Pressure *320*

Date of Hydraulic Test *25-3-27*

„ when Safety Valves set *6-5-27*

Pressure at which Valves were set *185 lbs.*

Date of Accumulation Test *6-5-27*

Maximum Pressure under Accumulation Test *189 lbs.*

System of Draught *Howden C.A.*

Can Boilers be worked separately? *yes.*

Makers of Plates *Wm Beardmore Co.*

„ Stay Bars

„ Rivets *R. B. In. Co. Ld.*

„ Furnaces *Wm Beardmore Co.*

Greatest Internal Diam. of Boilers *10' 1 3/8"*

„ „ Length „ *10' 9 15/16"*

Square Feet of Heating Surface each Boiler *1068 #*

„ „ Grate „ „ *32 #*

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

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

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

„ Test Cocks „ *3* „ Salinometer Cocks *1*

Are the Water Gauges fitted direct to the Boiler Shell or mounted on Pipes?

Are the Water Gauge Fittings fitted direct to the Boiler Shell or connected by Pipes?

Are lines (Pipes) connected to Boilers by Cocks or Valves?

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

No. of Strakes of Shell Fitting in each Boiler

Plates in each Strake

Thickness of Shell Plates approved

in Boilers

Are the Rivets Iron or Steel?

Are the Longitudinal Seam Joints or Lap Joints?

Are the Butt Seams Single or Double?

Are the Double Butt Seams of equal width?

Thickness of outside Butt Straps

inside

Are Longitudinal Seam Joints or Machine Riveted?

Are they Single, Double or Triple Riveted?

No. of Rivets in a Pitch

Diam. of Rivet Holes

No. of Rows of Rivets in Centre Circumferential Seam

Are these Seams Hand or Machine Riveted?

Diam. of Rivet Holes

No. of Rows of Rivets in Front End Circumferential Seam

Are these Seams Hand or Machine Riveted?

Diam. of Rivet Holes

No. of Rows of Rivets in Neck End Circumferential Seam

Are these Seams Hand or Machine Riveted?

Diam. of Rivet Holes

No. of Rows of Rivets in Head End Circumferential Seam

Are these Seams Hand or Machine Riveted?

Diam. of Rivet Holes

Dimensions of Compensating Rings

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Thickness of End Plates in Steam Space Approved

" " " " " in Boilers

Pitch of Steam Space Stays

Diar. " " " " Approved Threads per Inch

" " " " " in Boilers

Material of " " "

How are Stays Secured?

Diar. and Thickness of Loose Washers on End Plates

" " Riveted " "

Width " " Doubling Strips "

Thickness of Middle Back End Plates Approved

" " " " " in Boilers

Thickness of Doublings in Wide Spaces between Fireboxes

Pitch of Stays at " " " "

Diar. of Stays Approved Threads per Inch

" " " in Boilers

Material "

Are Stays fitted with Nuts outside?

Thickness of Back End Plates at Bottom Approved

" " " " " in Boilers

Pitch of Stays at Wide Spaces between Fireboxes

Thickness of Doublings in " "

Thickness of Front End Plates at Bottom Approved

" " " " " in Boilers

No. of Longitudinal Stays in Spaces between Furnaces

Same as John H. Rice

Diur. of Stays Approved Threads per Inch

" " " " " in Boilers

Thickness of Front Tube Plates Approved

" " " " " in Boilers

Pitch of Stay Tubes at Space between Stacks of Tubes

Thickness of Doubling 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

" " " " "

Thickness of Stay Tubes

" " " " "

External Diur. of Tubes

Material

Thickness of Furnace Plates Approved

" " " " " in Boilers

Smallest outside Diur. of Furnaces

Length between Tube Plates

Width of Combustion Chamber (front to back)

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Pitch of Stay Tubes in C.C. Tubes

Diar. of Stays Approved Threads per Inch

" " in Boilers in Boilers

Material " " " "

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

" Plain "

Thickness of Stay Tubes

" Plain "

External Diar. of Tubes

Material " " " "

Thickness of Furnace Plates Approved

" " " in Boilers

Smallest outside Diar. of Furnaces

Length between Tube Plates

Width of Combustion Chambers (Front to Back)

Thickness of " " Tops Approved

" " " " in Boilers

Pitch of Screwed Stays in C.C. Tops

Came as John. H. Price

Diar. of Screwed Stays Approved Threads per Inch

" " " " in Boilers

Material " " " "

Thickness of Combustion Chamber sides Approved

" " " " in Boilers

Pitch of screwd stays in C.C. sides

Diar. " " " " Approved

" " " " in Boilers

Material " " " "

Thickness of Combustion Chamber Back Approved

" " " " in Boilers

Pitch of screwd stays in C.C. back

Diar. " " " " Approved

" " " " in Boilers

Material " " " "

Are all screwd stays fitted with Nuts at C.C.?

Thickness of Combustion Chamber

No. of Girders over each Wing Chamber

" " " " " "

Depth and Thickness of

Material of Girders

No. of Stays in each

No. of Tubes in each

Size of Lower Main



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Diam. of Screwed Stays Approved Threads per Inch

" " " in Boilers

Material " "

Thickness of Combustion Chamber Sides Approved

" " " in Boilers

Pitch of Screwed Stays in C.O. Sides

Diam. " " Approved Threads per Inch

" " " in Boilers

Material " "

Thickness of Combustion Chamber Backs Approved

" " " in Boilers

Pitch of Screwed Stays in C.O. Backs

Diam. " " Approved Threads per Inch

" " " in Boilers

Material " "

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

Thickness of Combustion Chamber Bottoms

No. of Girders over each Wing Chamber

" " " Centre "

Depth and Thickness of Girders

Material of Girders

No. of Stays in each

No. of Tubes, each Boiler

Size of Lower Manholes

Same as John. H. Price

VERTICAL DONKEY BOILERS

Type

Height

Height of Boiler Crown above Fire Grate

Are Boiler Crown Flat or Dished?

Thickness of Plates

Internal Radius of Dished Ends

Description of Rooms in Boiler Crown

Diam. of Water Pipes

Height of Water Pipes above Fire Grate

Are Water Pipes Flat or Dished?

Thickness of Plates

Internal Radius of Dished Crown

Material

Diam. of Crown Stays

Thickness of Plates

Internal Diam. of Water Pipes at Top

Thickness

Internal of Water Pipes

Size of Manhole in Shell

Dimensions of Combustion Box

Internal Radius

Internal Radius of Water Pipes

SUPERHEATERS

Description of Superheaters

Where situated?

Can Superheaters be shut off while Boilers are working?

Can Superheaters be shut off while Boilers are working?

Date when data were sent



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VERTICAL DONKEY BOILERS.

No. of Boilers *to Boiler* 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

Handwritten notes:
 4
 8.0"
 8.0"
 8.0"
 8-2-01
 100 lbs

No. of Lengths
 Material
 Pressure, Weight or Section
 Internal Diar.
 Thickness
 How and Lengths secured?
 Date of Hydraulic Test
 Test Pressure
 No. of Lengths
 Material
 Pressure, Weight or Section
 Internal Diar.
 Thickness
 How and Lengths secured?
 Date of Hydraulic Test
 Test Pressure
 No. of Lengths
 Material
 Pressure, Weight or Section
 Internal Diar.
 Thickness
 How and Lengths secured?
 Date of Hydraulic Test
 Test Pressure



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MAIN STEAM PIPES.

No. of Lengths	2			
Material	Copper.			
Brazed, Welded or Seamless	S.O.			
Internal Diam.	3 7/8"			
Thickness	St. W.			
How are Flanges secured?	braked.			
Date of Hydraulic Test	3-5-27			
Test Pressure	400 lbs.			
No. of Lengths				
Material				
Brazed, Welded or Seamless				
Internal Diam.				
Thickness				
How are Flanges secured?				
Date of Hydraulic Test				
Test Pressure				
SUPERHEATERS				
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	Vertical pipes by MacCall			
Brazed, Welded or Seamless	6 x 4			
Internal Diam.				
Thickness				
How are Flanges secured?				
Date of Hydraulic Test				
Test Pressure				
No. of Lengths				
Material	Vertical pipes by MacCall			
Brazed, Welded or Seamless				
Internal Diam.				
Thickness				
How are Flanges secured?				
Date of Hydraulic Test				
Test Pressure				
No. of Lengths				
Material	Vertical pipes by MacCall			
Brazed, Welded or Seamless				
Internal Diam.				
Thickness				
How are Flanges secured?				
Date of Hydraulic Test				
Test Pressure				



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REFRIGERATORS.

No. of Machines *2* Capacity of each *3* *1/2* *1/2* *1/2*Makers *6*Description *3**H.P. Piston Rings* *L.P. Piston Rings* *L.P. Piston Rings*

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

Propeller Shaft *Propeller* *Propeller Shaft**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3**1* *2* *3*

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>1</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>2</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>3</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>4</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>5</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>6</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>7</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>8</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>9</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>10</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>11</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>12</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>13</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>14</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>15</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>16</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>17</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>18</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>19</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>20</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>21</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>22</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>23</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>24</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>25</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>26</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>27</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>28</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>29</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>
<i>30</i>	<i>19</i>	<i>35</i>	<i>1/2</i>	<i>1/2</i>

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



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Total No. of Lights

Gross registered for Masts and Masts

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

Installation fitted by R. Robertson Ltd.
No. and Description of Dynamos
Makers of Dynamos
Capacity
Current Alternating or Continuous
Single or Double Wire System
Position of Dynamos
Main Switch Board
No. of Circuits to which switches are provided
Position of these Circuits

Position of these Circuits	No. of Circuits to which switches are provided	Single or Double Wire System	Current Alternating or Continuous	Capacity	Makers of Dynamos	No. and Description of Dynamos	Installation fitted by

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

John H. Price
same as above
same as above

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 12-5-27 Duration of Trial

6 hours.

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

It is submitted that this Report be approved.

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

is the Workmanship throughout throughout satisfactory?

The above correctly describes the condition of the ship as examined by me on the date specified.



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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? *yfs.*

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? *yfs.*

Is the Workmanship throughout thoroughly satisfactory? *yfs.*

The above correctly describes the Machinery of the S.S. WALTER. B. REYNOLDS

as ascertained by ^{me} from personal examination

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

Fees—

MAIN BOILERS.		£	s.	d.
H.S.	<i>2136</i>	Sq. ft.	<i>16</i>	: 0 : 0
G.S.	<i>64</i>	"	:	:
DONKEY BOILERS.				
H.S.	✓	Sq. ft.	:	:
G.S.	✓	"	:	:
		£	:	:
ENGINES.				
L.P.C.	<i>23.65</i>	Cub. ft.	<i>22</i>	: 0 : 0
		£	:	:
Testing, &c. ...	<i>EL</i>	...	<i>10</i>	: 0 : 0
		£	:	:
Expenses	:	:
Total ...	£	<i>48</i>	: 0 : 0	

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 *21st* August 1927

Fees advised

Fees paid



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Walter King
 Secretary.



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