

No. 2274

Clary Foran

THE BRITISH CORPORATION FOR THE SURVEY
AND

REGISTRY OF SHIPPING.

NN FERNIDALE X

Report No. 2250 No. in Register Book 3634

EX Clary Foran

"Coteaudoc"

S.S.

Makers of Engines Barclay, Curle & Co., Ltd.

Works No. 630

Makers of Main Boilers same

Works No. 630

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 13th April 1929

Surveyor's Report on the New Engines, Boilers, and Auxiliary
Machinery of the Single Steamer
"Cateador"

Official No.

Port of Registry

Newcastle,

Registered Owners

Parkersone Steamships Limited,

Engines Built by

Barclay, Curle & Co., Ltd.

at

Scotsoun, Glasgow,

Main Boilers Built by

Same firm,

at

Kelvinhaugh St., Glasgow.

Donkey ..

at

Date of Completion

5/4/29.

First Visit

8/1/29

Last Visit

5/4/29

Total Visits

23

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RECIPROCATING ENGINES.

Works No. 630 No. of Sets One Description Triple expansion
vertical surface - condensing steam

No. of Cylinders each Engine 3 No. of Cranks 3
Diars of Cylinders 15", 25" and 40" Stroke 33"
Cubic feet in each L.P. Cylinder 24

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

" " each Receiver? Yes, except H.P.

Type of H.P. Valves,

L.P. "

L.P. "

L.P. "

" Valve Gear

" Condenser

Diameter of Piston Rods (plain part)

Material

Diar. of Connecting Rods (smallest part)

" Crosshead Gudgeons

No. of Crosshead Bolts (each)

" Crank Pin

" Main Bearings

" Bolts in each

" Holding Down Bolts, each Engine

Are the Engines bolted to the Tank Top or to a Built Seat?

Are the Bolts tapped through the Tank Top and fitted with Nuts Inside?

If not, how are they fitted?

Piston,

Slide

Stevenson Link

Riveted steel

Steel

4 1/4"

Length of Bearing

Diar. over Thrd. 2 1/4"

Lengths 8"

Diar. over Thread 2"

61

Cooling Surface 700 sq. ft.

Screwed part (bottom of thread)

Material Steel

Material "

Material "

" "

Material "

No. of Metal Chocks 61

Tank top
Yes

Connecting Rods, Forged by

Piston

Crossheads,

Connecting Rods, Finished by

Piston

Crossheads,

Date of Harbour Trial

" Trial Trip

Trials run at

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

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

Pressure in Receiver, 186 lbs., I.P., 81

Speed on Trial

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

data:—

Builders' estimated I.H.P.

Estimated Speed

Rotherham Forge.

Barclay Curle & Co.

4/4/29

5/4/29

Skelmorlie & Firth of Clyde.

Yes, light ship.

904

Revs. per min.

96 1/2

lbs., L.P., 17 1/4 lbs., Vacuum, 23 1/2 ins.

9.564 Knots.

For all other particulars
see Report on
S.S. "SARNIADOC"



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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

" 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 H.P. Turbines at Full Power

S.H.P.

" " I.P. " "

" " L.P. " "

" " 1st Reduction Shaft

" " 2nd " "

" " Propeller Shaft

Total Shaft Horse Power

Date of Harbour Trial

" Trial Trip

Trials run at

Speed on Trial

Knots. Propeller Revs. per min.

S.H.P.

Turbine Spindles forged by

" Wheels forged or cast by

Reduction Gear Shafts forged by

" Wheels forged or cast by

TURBO-ELECTRIC INSTALLATION DESCRIPTION OF INSTALLATION

No. of Turbine Generating Sets Capacity of each

Type of Turbines employed

Description of Generator

No. of Motors driving Propeller Shafts

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

Is Single or Double Reduction Gear employed?

Description of Motors

Description of Installation

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 Generator at Full Power

" " Motors

" " 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.



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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

One

Angle of Cranks

120°

Diar. by Rule

8.25"

Actual

8 3/8"

In Way of Webs

8 7/8"

" of Crank Pins

8 3/8"

Length between Webs

8 1/4"

Greatest Width of Crank Webs

1' 4 1/4"

Thickness

5 1/4"

Least

1' 0"

"

"

Diar. of Keys in Crank Webs

1 3/4"

Length

3 3/4"

" Dowels in Crank Pins

—

Length

Screwed or Plain

No. of Bolts each Coupling

6

Diar. at Mid Length

2"

Diar. of Pitch Circle

1' 0 3/8"

Greatest Distance from Edge of Main Bearing to Crank Web

3 1/16"

Type of Thrust Blocks

Horse shoe

No. " Rings

4

Diar. of Thrust Shafts at bottom of Collars

8 3/8"

No. of Collars

4

" " Forward Coupling

"

At Aft Coupling

8 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

8.88"

Actual

9"

At Couplings

9 1/8"

Are Propeller Shafts fitted with Continuous Brass Liners?

Yes.

Diar. over Liners

10 3/16"

Length of After Bearings

3' 0"

Of what Material are the After Bearings composed?

Liq. vit. stups.

Are Means provided for lubricating the After Bearings with Oil?

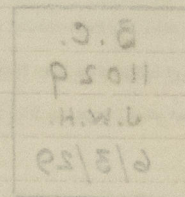
No.

" " to prevent Sea Water entering the Stern Tubes?

"

If so, what Type is adopted?

SKETCH OF CRANK SHAFT.

*See Report on
ss. "Sarnia doc."*

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No. of Blades each Propeller *4* Fitted or Solid? *Fitted.*
 Material of Blades *C. I.* Boss *C. I.*
 Diam. of Propellers *12'-3"* Pitch *10'-9"* Surface (each *48* S. ft.)
 Coefficient of Displacement of Vessel at $\frac{1}{2}$ Moulded Depth

Crank Shafts Forged by *Dennytown Forge* Material *I. S.*
 „ Pins „ „ „ „
 „ Webs „ *Beardmore & Co.* „ „
 Thrust Shafts „ *Dennytown Forge* „ „
 Intermed. „ „ „ „
 Propeller „ „ „ „
 Crank „ Finished by *Barclay Curle & Co.*
 Thrust „ „ „ „
 Intermed. „ „ „ „
 Propeller „ „ „ „

STAMP MARKS ON SHAFTS.

B.C.
 11029
 J.W.H.
 6/3/29

SKETCH OF PROPELLER SHAFT.

See Report on
 S.S. "Sarrinadoc".

PUMPS, ETC.

No. of Air Pumps *One* *1-2"* *1-5"*
Diar. Stroke

Worked by Main or Independent Engines? *Main*

No. of Circulating Pumps *One* *9 1/2" x 12"* *1-6"*
Diar. Stroke

Type of " *Vert. singlon; Dawson & Downie.*

Diar. of " Suction from Sea *7"*

Has each Pump a Bilge Suction with Non-return Valve? *Yes.* *4"*
Diar.

What other Pumps can circulate through Condenser? *Ballast*

No. of Feed Pumps on Main Engine *2* *2 1/4"* *1-5"*
Diar. Stroke

Are Spring-loaded Relief Valves fitted to each Pump? *Yes.*

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

No. of Independent Feed Pumps *—* *—* *—*
Diar. Stroke

What other Pumps can feed the Boilers? *Injector & Gen. Service.*

No. of Bilge Pumps on Main Engine *2* *2 1/2"* *1-5"*
Diar. Stroke

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.*

Are all Bilge Suctions fitted with Roses? *Yes, except in m/cy spaces.*

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? *"*

Are they placed so as to be easily accessible? *"*

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

(Injector by Gresham & Craven.)

where mud boxes & straight tail pipes.



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BOILERS

Works No. 630

No. of Boilers 2 Type Cylindrical multitubular.
Single or Double-ended Single.

No. of Furnaces in each 2

Type of Furnaces Deighton

Date when Plan approved 26/11/28

Approved Working Pressure 180 lb/sq"

Hydraulic Test Pressure 320 lb/sq"

Date of Hydraulic Test 25/2/29.

" when Safety Valves set 3/4/29

Pressure at which Valves were set * 185 lb/sq"

Date of Accumulation Test 4/4/29

Maximum Pressure under Accumulation Test 185 lb/sq"

System of Draught Forced, C.A. (Howden's)

Can Boilers be worked separately? Yes.

Makers of Plates Jas. Dunlop & Co. Ltd.

" Stay Bars { D. Colville & Sons Ltd.
" Rivets Rivet, Bolt & Nut Co. Ltd.
" Furnaces Brookside Blk. Wks. Co. Ltd.

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 Dia. Actual 1 3/4" H.L.

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

5138
320 lb.
W.P. 180 lb.
R.L.G.
2572/29.

* Compression rings;—
Starb'd boiler... Port, $\frac{3}{8}$ " bare: Starb'd, $\frac{11}{32}$ ".
Port " " " " " $\frac{3}{8}$ ".
W. Sellar found ship's gauges 5 lb. "light."

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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 on ends.

No. of Strakes of Shell Plating in each Boiler

One

Plates in each Strake

"

Thickness of Shell Plates Approved

13/16"

in Boilers

Are the Rivets Iron or Steel?

Are the Longitudinal Seams Butt or Lap Joints?

*Butt
Double*

Are the Butt Straps Single or Double?

Yes.

Are the Double Butt Straps of equal width?

7/8"

Thickness of outside Butt Straps

3/4"

inside

Are Longitudinal Seams Hand or Machine Riveted?

Machine

Are they Single, Double, or Treble Riveted?

Treble

No. of Rivets in a Pitch

5

Diam. of Rivet Holes

3/8"

Pitch

6 1/8"

No. of Rows of Rivets in Centre Circumferential Seams

Are these Seams Hand or Machine Riveted?

Diam. of Rivet Holes

Pitch

No. of Rows of Rivets in Front End Circumferential Seams

2

Are these Seams Hand or Machine riveted?

Hand

Diam. of Rivet Holes

1"

Pitch

3.49"

No. of Rows of Rivets in Back End Circumferential Seams

2

Are these Seams Hand or Machine Riveted?

Machine

Diam. of Rivet Holes

1"

Pitch

3.49"

Size of Manholes in Shell

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 $2\frac{3}{4}$ " Threads per Inch 6

" " " " " 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 $1\frac{3}{8}$ " Threads per Inch 9

" " " " " 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

For all other particulars,
see Report on
S.S. "Saruiadoc".



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Diar. of Stays Approved $2\frac{1}{2}"$ Threads per Inch 6

" " in Boilers "

Material "

Thickness of Front Tube Plates Approved

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

" " " " in Boilers "

Pitch of Stay Tubes at Spaces between Stacks of Tubes

Thickness of Doublings in " " "

" Stay Tubes at " " "

$\frac{5}{16}"$

Are Stay Tubes fitted with Nuts at Front End

Thickness of Back Tube Plates Approved

$\frac{7}{8}"$

" " " in Boilers "

Pitch of Stay Tubes in Back Tube Plates

" Plain "

Thickness of Stay Tubes

$\frac{5}{16}"$ and $\frac{3}{8}"$

" Plain "

9 w.g.

External Diar. of Tubes

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

Material "

Iron.

Thickness of Furnace Plates Approved

$\frac{7}{16}"$

" " " 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.O. Tops

Threads per Inch

Diar. of Screwed Stays Approved

" " in Boilers

Material

Thickness of Combustion Chamber Plates Approved

" " in Boilers

Pitch of Screwed Stays in C.O. Tops

Diar. of Screwed Stays Approved

" " in Boilers

Material

Thickness of Combustion Chamber Plates Approved

" " in Boilers

Pitch of Screwed Stays in C.O. Tops

Threads per Inch

Diar. of Screwed Stays Approved

" " in Boilers

Material

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

Thickness of Combustion Chamber Plates

No. of Girders over each Wing Chamber

Centre

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Depth and Thickness of Girders

Material of Girders

No. of Stays in each

No. of Stays in each

No. of Stays in each



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Diar. 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

Diar. " " Approved

Threads per Inch

" " " in Boilers

Material " "

Thickness of Combustion Chamber Backs Approved

" " " " in Boilers

Pitch of Screwed Stays in C.O. Backs

Diar. " " 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

VERTICAL DONKEY BOILERS.

For further particulars,
see Report on
S.S. "Sarniadoc".



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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			
Diur. 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	Diur.	Material	
External Diur. of Firebox at Top	Bottom	Thickness of Plates	
No. of Water Tubes	Ext. Diur.	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

Diur.

Are " " fitted with Easing Gear?

Date of Hydraulic Test

Test Pressure

Date when Safety Valves set

Pressure on Valves

MAIN STEAM PIPES



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MAIN STEAM PIPES.

No. of Lengths	2		
Material	Steel		
Brazed, Welded or Seamless	Welded		
Internal Diam.	3½"		
Thickness	¼"		
How are Flanges secured?	Screwed & expanded.		
Date of Hydraulic Test	29/3/29		
Test Pressure	540 lb/□"		
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			

LIST OF PUMPS, EVAPORATORS

Ballast, vert. disp. 9" x 11" x 10"			
Gen. Service " 5" x 3½" x 6"			
Sanitary, horiz. " 4½" x 2½" x 4"			
Feed Water Heaters			
Feed Water Filters			



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FEED WATER HEATERS.

FEED WATER FILTERS.

No.	One	Type	High pres. steam.	Size	
Makers	Henry Watson Ltd.				
Working Pressure	180 lb/sq"	Test Pressure	450 lb/sq"	Date of Test	28/1/29

Ballast, vert. dup. $9'' \times 11'' \times 10''$
Gen. Service, " " $5'' \times 3\frac{1}{2}'' \times 6''$
Sanitary, horiz. " $4\frac{1}{2}'' \times 2\frac{3}{4}'' \times 4''$
Fresh Water, " " " " "
all by Dawson & Downie Ltd.

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 Bolts	6	" Feed Pump Valves	2	" Bilge Pump Valves	1 set
" H.P. Piston Rings		" I.P. Piston Rings		" L.P. Piston Rings	
" " Springs		" " Springs		" " Springs	
" Safety Valve "	1	" Fire Bars	1/2 set	" Feed Check Valves	1
" Piston Rods		" Connecting Rods		" Valve Spindles	
" Air Pump Rods		" Air Pump Buckets		" Air Pump Valves	3
" Cir. "		" Cir. "		" Cir. "	1 set.
" Crank Shafts		" Crank Pin Bushes		" Crosshead Bushes	
" Propeller Shafts		" Propellers		" Propeller Blades	2
" Boiler Tubes	3	" Condenser Tubes	3	" Condenser Ferrules	20

OTHER ARTICLES OF SPARE GEAR:—

See ss. "Sarniadoc".

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

(Ship's use only.)

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.
Stowage of Machinery	91	110	180	1.2
Stowage of Stores				
Stowage of Fuel				
Stowage of Water				
Stowage of Oil				
Stowage of Ammunition				
Stowage of Miscellaneous				
Stowage of Spare Parts				
Stowage of Tools				
Stowage of Clothing				
Stowage of Food				
Stowage of Medical Stores				
Stowage of Signal Stores				
Stowage of Miscellaneous				
Stowage of Spare Parts				
Stowage of Tools				
Stowage of Clothing				
Stowage of Food				
Stowage of Medical Stores				
Stowage of Signal Stores				
Stowage of Miscellaneous				

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

Particulars of these Circuits:-	Number of Circuits	Number of Wires	Current in Amperes	Size of Conductor	Material of Conductor	Construction of Conductor	Position of Conductor	Position of Switch Board	No. of Circuits to which Switches are provided on Main Switch Board
Are Out-outs fitted as follows?—									
On Main Switch Board, to Cables of Main Circuits									Yes.
On Aux. " " each Auxiliary Circuit									—
Wherever a Cable is reduced in size									Yes.
To each Lamp Circuit									"
To both Flow and Return Wires of all Circuits when the Double-Wire System is adopted									Yes.
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									PP
(3) " " Deck Beams or Bulkheads									

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?

"

Has the Insulation Resistance over the whole system been tested?

"

What does the Resistance amount to?

Ohms.

Is the Installation supplied with a Voltmeter?

Yes.

" " " an Ampere Meter

"

Date of Trial of complete Installation

5/4/29

Duration of Trial

6 hours.

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

Yes.

Governor test on date of Trial.
Load 30 amps.
Main switch;—

Out 110-116-111 volts.
In 110-106-110 "



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GENERAL CONSTRUCTION.

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

Approved Plans? *Yes.*

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

Surveyor.

Are the Materials used in the Construction of Engines and Boilers, so far as could be seen, sound and trustworthy? *Yes.*

Is the Workmanship throughout thoroughly satisfactory? *Yes.*

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

as ascertained by ^{me} from personal examination

J. Wood Harrington.
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.O.	Cub. ft.	:	:	:
	£	:	:	:
Testing, &c. ...		:	:	:
	£	:	:	:
Expenses ...		:	:	:
Total ...	£	:	:	:

It is submitted that this Report be approved,

J. Green King
Chief Surveyor.

Approved by the Committee for the Class of M.B.S.* on the *1st May 1929.*

Fees advised

Fees paid



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Secretary.

GENERAL CONSTRUCTION

Total

Approved Plans: *Yes* : : *Sp. R.* *U.S.*

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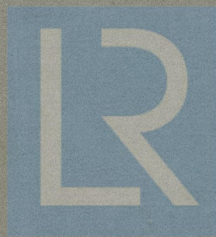
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