

PHEMIUS

No.

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 1928 No. in Register Book 3250

Received at Head Office 4th March, 1926.

Surveyor's Report on the ~~Single Screw~~ ^{Twin Screw} Engines, Boilers, and Auxiliary Machinery of the ~~Single Screw~~ ^{Twin Screw} Motor Vessel

"Alcinous"

Official No.

Port of Registry Amsterdam.

Registered Owners

Alfred Holt & Co. Liverpool, Ingrs.

for "Oceaan" Nederlandsche Stoomvaart Maatschappij.

Engines Built by

Burmeister & Wain,

at

Copenhagen.

Installed Main Boilers Built by

Scotts' S. & E. Co. Ltd.

at

Greenock.

Donkey

Cochran & Co. Ltd.

at

Aman.

Date of Completion

15th February, 1926.

First Visit

23/1/25

Last Visit

15/2/26

Total Visits

59.

000150-003762-0072

Lloyd's Register
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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 } Width Pitch of Teeth
 " 1st " Wheel }

Estimated Pressure per lineal inch

Diam. of 2nd Reduction Pinion } Width Pitch of Teeth
 " 2nd " Wheel }

Estimated Pressure per lineal inch

Revs. per min. of 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

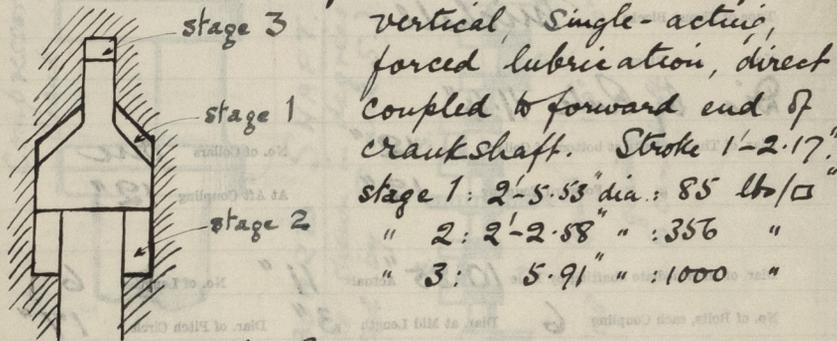
" Wheels forged or cast by

Reduction Gear Shafts forged by

" Wheels forged or cast by

DESCRIPTION OF "INSTALLATION.

Main Air Compressor - one each engine:



stage 3

stage 1

stage 2

vertical, single-acting,
 forced lubrication, direct
 coupled to forward end of
 crankshaft. Stroke 1'-2.17"
 stage 1: 2'-5.53" dia.: 85 lb/□"
 " 2: 2'-2.58" " : 356 "
 " 3: 5.91" " : 1000 "

Auxiliary Air Compressors; - four, as above,
 direct coupled to auxiliary Diesel engines,
 (see p. 34); Capacity, 88 cub. ft. free air per min.
 stage 1..... 1'-0.51" dia. Pressure 85 lb/□"
 " 2..... 11.21" " " 242 "
 " 3..... 3.07" " " 1000 "
 Stroke = 8.67"

SHAFTING.

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

No. of Lengths in each **2** Angle of Cranks **(See sketch)**

Diar. by Rule **15.48"** Actual **15.67"** In Way of Webs **15 7/8"**

No. of Crank Pins **15 7/8"** Length between Webs **13 1/2"**

Greatest Width of Crank Webs **2'-6"** Thickness **10 1/2"**

Least " " " " " " " "

Diar. of Keys in Crank Webs **2 1/4"** Length " " " " " "

" Dowels in Crank Pins **None** Length " " " " " " " " Screwed or Plain " " " "

No. of Bolts each Coupling **10** Diar. at Mid Length **2.99"** Diar. of Pitch Circle **21.45"**

Greatest Distance from Edge of Main Bearing to Crank Web **3/8"**

Type of Thrust Blocks **Michell.**

No. " Rings " " " "

Dia. by Rule **11.4"**

Diar. of Thrust Shafts at bottom of Collars **12"** No. of Collars **One**

" " Forward Coupling **12"** At Aft Coupling **12"**

Diar. of Intermediate Shafting by Rule **10.85"** Actual **11"** No. of Lengths **6**

No. of Bolts, each Coupling **6** Diar. at Mid Length **3"** Diar. of Pitch Circle **17"**

Diar. of Propeller Shafts by Rule **11.91"** Actual **12"** At Couplings **12"**

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

Diar. over Liners **13 1/2"** Length of After Bearings **5'-0 1/2"**

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

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

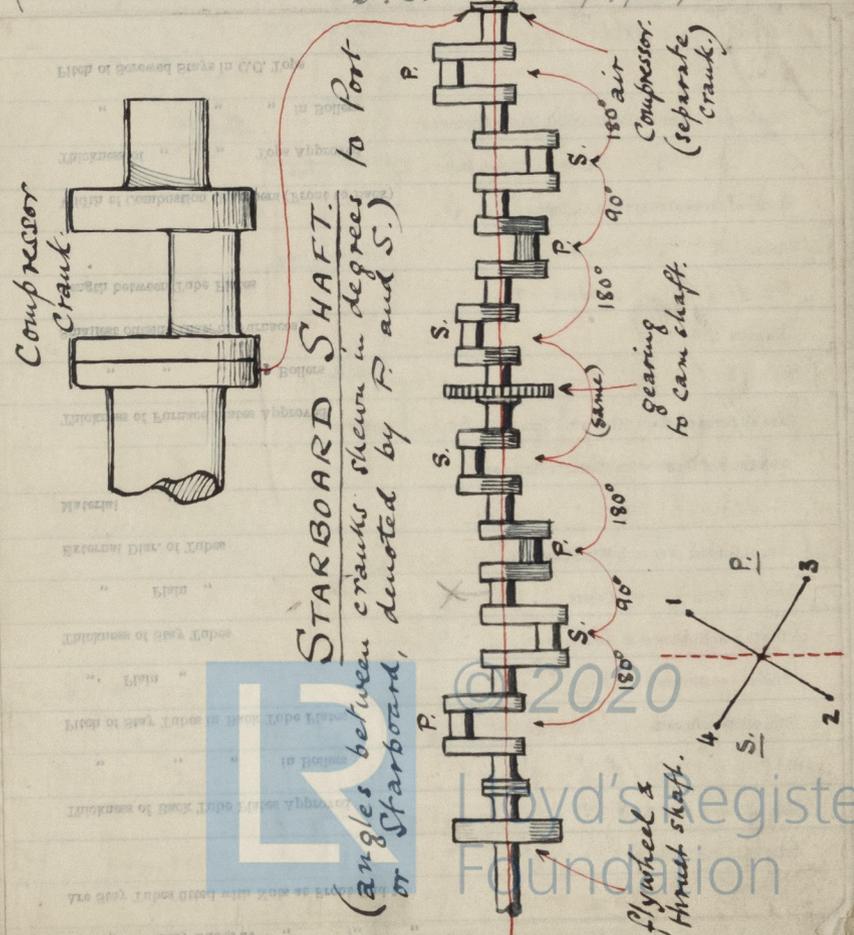
" " to prevent Sea Water entering the Stern Tubes? **No**

If so, what Type is adopted? " " " "

SKETCH OF CRANK SHAFT.

Stamp marks ; - (from forward to aft. end) -

Starts { Compressor crank - B.C. 674; 8/10/25; B. (Bronse.)
 (on coupling)
 Main crank (on web) - B.C. 672; 8/10/25; B.
 " " " - B.C. 673; 8/10/25; B.
 Port. { Compressor (on coupling) - B.C. 653; 23/9/25; B.
 Main crank (on web) - B.C. 652; 23/9/25; B.
 " " " " - B.C. 651; 23/9/25; B.



No. of Blades each Propeller **4** Fitted or Solid? **Fitted**
 Material of Blades **H.T. Brass** Boss **Cast Iron**
 Diam. of Propellers **12'-9"** Pitch **12'-0"** Surface (each **50** S. ft.
 Coefficient of Displacement of Vessel at $\frac{1}{2}$ Moulded Depth

Crank Shafts Forged by **Burmeister & Wain** Material **S.M.S.**
 " Pins " " " " "
 " Webs " " " " "
 Thrust Shafts " **Wm Beardmore & Co. Ltd** " "
 Intermed. " " " " "
 Propeller " " " " "
 Crank " Finished by **Burmeister & Wain.**
 Thrust " " **Scotts' S. & E. Co. Ltd**
 Intermed. " " " " "
 Propeller " " " " "

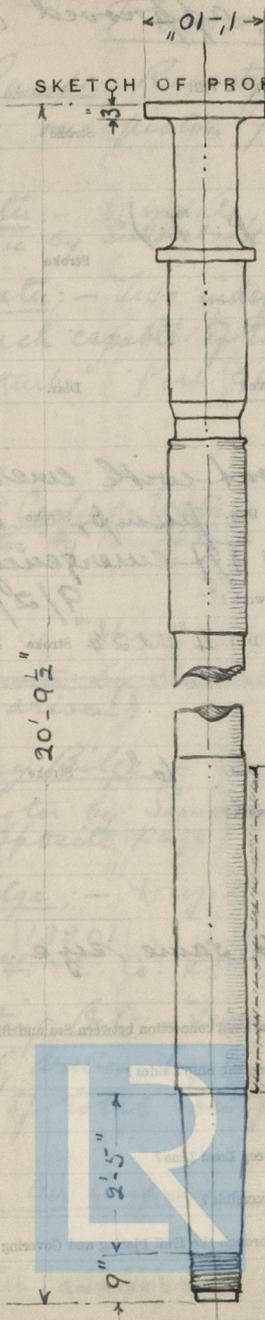
STAMP MARKS ON SHAFTS.

| | | |
|---------|----|-----------------------------|
| B.C. | 2 | crank shafts, (Copenhagen.) |
| 10203 | 2 | thrust " |
| J.W.H. | *6 | tunnel " |
| 3-9-25. | 3 | tail " |

* Engines aft.

For stamp marks
 on crank shafts, see
 top of previous page.

SKETCH OF PROPELLER SHAFT.



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Pumping Plan approved 8/5/25.

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TRANS PUMPS, ETC. SKETCH OF SHAF

No. of Air Pumps Diar. Stroke

Worked by Main or Independent Engines?

(Compressors on p. 4.)

No. of Circulating Pumps Diar. Stroke

Type of "

Diar. of " Suction from Sea

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

What other Pumps can circulate through Condenser?

* All bilges pumped out with emergency

No. of Feed Pumps on Main Engine bilge pump, Diar. Stroke driven

Are Spring-loaded Relief Valves fitted to each Pump? off emergency dynamo, 9/2/26.

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

No. of Independent Feed Pumps One Diar. 4" and 2 3/4" Stroke 5" ←

What other Pumps can feed the Boilers?

* No. of Bilge Pumps on Main Engine one Diar. 6" Stroke 7"

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

No. of Independent Bilge Pumps

What other Pumps can draw from the Bilges?

* and one Sanitary Pump, same size.

Are all Bilge Suctions fitted with Roses?

Are the Valves, etc., so arranged as to prevent unintentional connection between Sea and Bilges?

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?

Are they fitted direct to the Hull Plating and easily accessible?

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

(for locations, see p.p. 42/43.)

PUMPS, etc.

13

Fuel Pumps: - Ram type, driven by main engines; one piston per cylinder.

Fresh-water: - Drysdale, 16806; "Centrex", electrical drive by Sunderland Forge & Eng. Co. motor.

Cooling-water: - Two independent centrifugal, elect. driven, each capable of total output required. Ree's "Roturbo" Port 9621 Starboard 9622

Auxiliary Cooling-water: - Drysdale, 16798; "Centrex", elect. motor by Sunderland Forge & Eng. Co.

Feed Duplex, by Thos. Lamont & Co. Ltd. 13202
~~elect. motor by Sunderland F. & E. Co. Ltd.~~
(Steam driven.)

Emergency Bilge: - Drysdale, 16805; "Centrex" elect. motor by Sunderland F. & E. Co. Ltd.
* (See opposite page)

Fire & Bilge: - Drysdale, 16897; "Centrex".
Lamont, 13201; duplex. Elect. motors by Sunderland F. & E. Co. Ltd.

Lubricating Oil: - Two independent gear-wheel, electrically driven, by Burner & Co., each capable of total output required.

Emergency Air Compressor: - See p. 4.

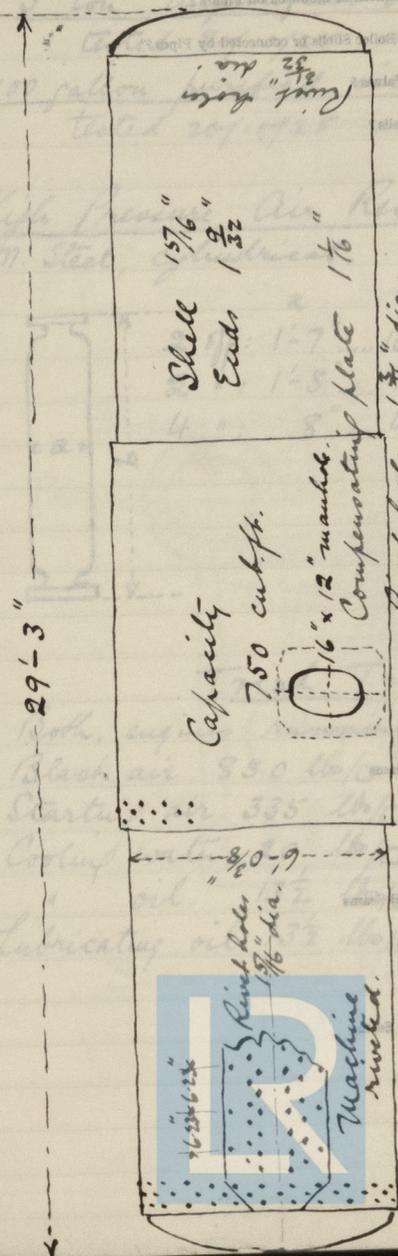
(for other auxiliaries, see p. 28/9.)

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BOILERS

Works No. _____
 No. of Boilers _____ Type _____
 Single or Double-ended _____
 No. of Furnaces in each _____
 Type of Furnaces _____
 Date when Plan approved _____
 Approved Working Pressure _____
 Hydraulic Test Pressure _____
 Date of Hydraulic Test _____
 " when Safety Valves set _____
 Pressure at which Valves were set _____
 Date of Accumulation Test _____
 Maximum Pressure under Accumulation Test _____
 System of Draught _____
 Can Boilers be worked separately? _____
 Makers of Plates _____
 " Stay Bars _____
 " Rivets _____
 " Furnaces _____
 Greatest Internal Diam. of Boilers _____
 " " Length " _____
 Square Feet of Heating Surface each Boiler _____
 " " Grate " " _____
 No. of Safety Valves each Boiler _____ Rule Diam. _____ Actual _____
 Are the Safety Valves fitted with Easing Gear? _____
 No. of Pressure Gauges, each Boiler _____ No. of Water Gauges _____
 " Test Cocks _____ " Salinometer Cocks _____

One pair $1\frac{1}{2}$ " relief valves per reservoir, adjusted 4/2/26.
 Rings; - Starbd., forward 25° aft 31°
 Port 76° f. " 76°
 Lifted at 355 lbs/□ " accumulated to 368 lbs/□



Starting Air Reservoir.
 2 off.
 Test press. 583 lbs/□
 Hydraulic Test 17/9/25
 W.P. 355 lbs/□

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

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

Are these Pipes connected to Boilers by Cocks or Valves?

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

No. of Strakes of Shell Plating in each Boiler

Plates in each Strake

Thickness of Shell Plates Approved

in Boilers

Are the Rivets Iron or Steel?

Are the Longitudinal Seams Butt or Lap Joints?

Are the Butt Straps Single or Double?

Are the Double Butt Straps of equal width?

Thickness of outside Butt Straps

inside

Are Longitudinal Seams Hand or Machine Riveted?

Are they Single, Double, or Treble Riveted?

No. of Rivets in a Pitch

Diar. of Rivet Holes

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

Are these Seams Hand or Machine riveted?

Diar. of Rivet Holes

Pitch

No. of Rows of Rivets in Back End Circumferential Seams

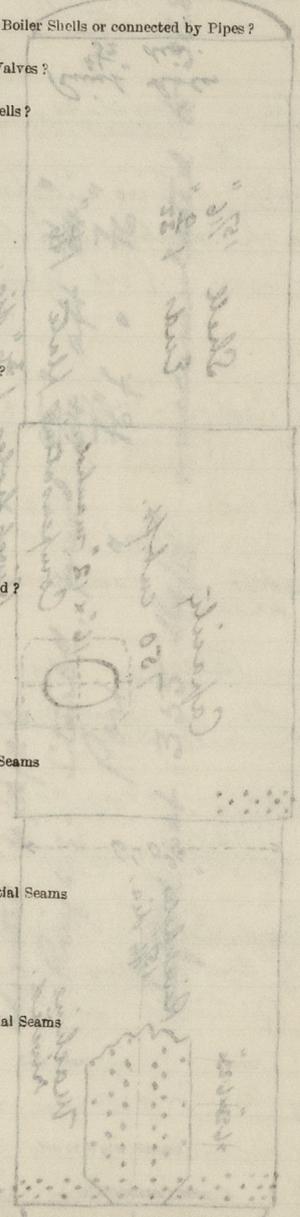
Are these Seams Hand or Machine Riveted?

Diar. of Rivet Holes

Pitch

Size of Manholes in Shell

Dimensions of Compensating Rings



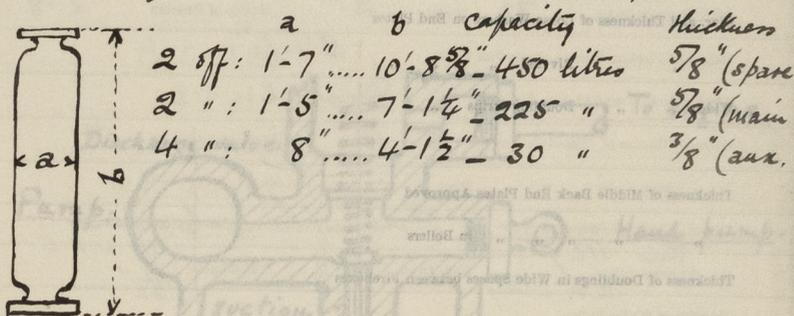
5 ton unpurified oil tank (square)

tested 20/10/25 at 15 lbs/sq"

100 gallon purified oil tank (cylindrical)

tested 20/10/25 at 10 lbs/sq"

High Pressure Air Reservoir. Solid-drawn S.M. Steel, cylindrical. W.P. = 925 lbs/sq"



Trial Trip. 15/2/26.

Both engines running at 130 revs./min.

Blast air 850 lbs/sq"

Starting air 335 lbs/sq"

Cooling water 20 lbs/sq"

" oil 13 1/2 lbs/sq"

Lubricating oil 13 1/2 lbs/sq"



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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

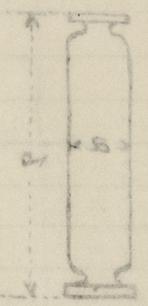
Pitch of Stays at Wide Spaces between Fireboxes

Thickness of Doublings in " "

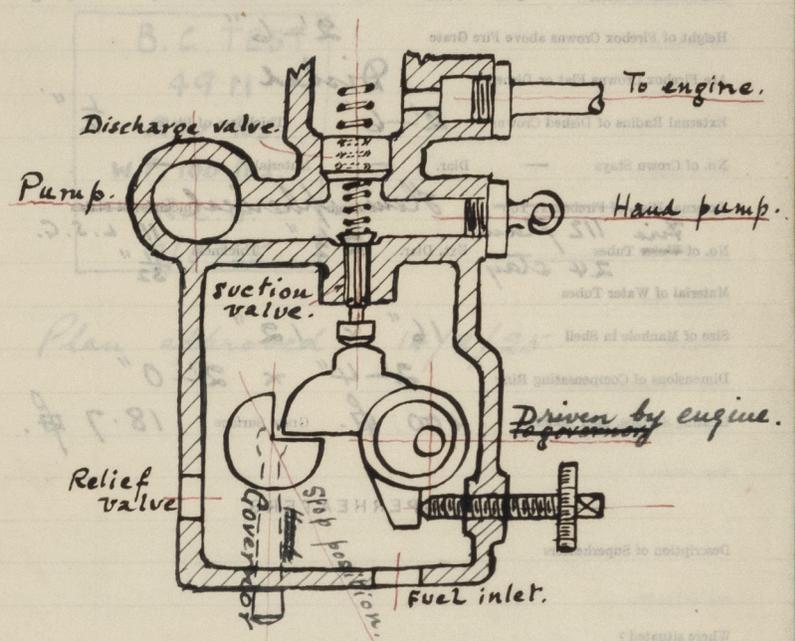
Thickness of Front End Plates at Bottom Approved

" " " " " in Boilers

No. of Longitudinal Stays in Spaces between Furnaces



Vertical Donkey Boilers
 Description of Boilers
 Height of Boiler Crown above the Base
 As Boiler Crown Flat or Dished?
 Internal Radius of Dished Ends
 Thickness of Plates
 Description of Stays in Boiler Crown
 Diar. of Rivet Heads
 Width of Overlap
 Height of Rivet Crown above the Base
 External Radius of Rivet Crown
 No. of Crown Stays
 No. of Water Tubes
 Material of Water Tubes
 Size of Flange at Shell
 Thickness of Compressing Ring
 Diameter of Governing Valve
 Description of Governor



Burmeister & Wain governor on
 Suction valve.

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VERTICAL DONKEY BOILERS.

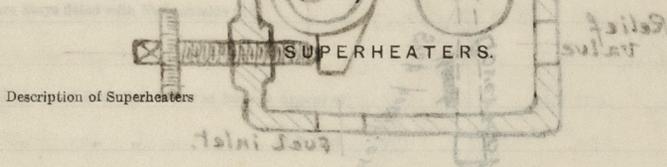
9653

No. of Boilers *One* Type *Cochran Patent.*Greatest Int. Diar. *6'-0"* Height *15'-9"*Height of Boiler Crown above Fire Grate *12'-0"*Are Boiler Crowns Flat or Dished? *Dished.*Internal Radius of Dished Ends *3'-0"* Thickness of Plates *$\frac{13}{16}$ "*Description of Seams in Boiler Crowns *Single in second stroke, vertical. Single horizontal.*Diar. of Rivet Holes *$\frac{25}{32}$ "* Pitch *2"* Width of Overlap *$2\frac{3}{8}$ "*Height of Firebox Crowns above Fire Grate *2'-6"*Are Firebox Crowns Flat or Dished? *Dished.*External Radius of Dished Crowns *2'-6"* Thickness of Plates *$\frac{1}{2}$ "*

No. of Crown Stays — Diar. — Material —

External Diar. of Firebox at Top *Hemispherical* Thickness of Plates *$\frac{11}{16}$ " L.S.G.*No. of ~~Water~~ Tubes *Fire 112 plain* Ext. Diar. *$2\frac{1}{2}$ "* Thickness *$\frac{11}{32}$ "*
24 stay

Material of Water Tubes

Size of Manhole in Shell *16" x 12"*Dimensions of Compensating Ring *2'-4" x 2'-0"*Heating Surface, each Boiler *400 #.* Grate Surface *18.7 #.*

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

Oil fuel — natural draught.
 One pair of 2" dia. safety valves, adjusted
 4/2/26 at 105 lbs/15".
 Rings; — Port $\frac{5}{32}$ " Starb! $\frac{2}{32}$ "

B.C. TEST

4911

200 lbs.

W.P. 100 lbs.

R.L.G.

7/5/25

Plan approved, 14/2/25



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MAIN STEAM PIPES

| | |
|----------------------------|---------------------------|
| No. of Lengths | One pair of 8' dia. pipes |
| Material | W.P. 100 lbs |
| Brazed, Welded or Seamless | Welded |
| Internal Diam. | 8' |
| Thickness | 3'-0" |
| How are Flanges secured? | By bolts |
| Date of Hydraulic Test | 1/2/22 |
| Test Pressure | 200 lbs |
| No. of Lengths | W.P. 100 lbs |
| Material | W.P. 100 lbs |
| Brazed, Welded or Seamless | Welded |
| Internal Diam. | 8' |
| Thickness | 3'-0" |
| How are Flanges secured? | By bolts |
| Date of Hydraulic Test | 1/2/22 |
| Test Pressure | 200 lbs |
| No. of Lengths | W.P. 100 lbs |
| Material | W.P. 100 lbs |
| Brazed, Welded or Seamless | Welded |
| Internal Diam. | 8' |
| Thickness | 3'-0" |
| How are Flanges secured? | By bolts |
| Date of Hydraulic Test | 1/2/22 |
| Test Pressure | 200 lbs |

B.C. TEST
 49 11
 200 lbs
 W.P. 100 lbs
 1/2/22

(For other pumps see p. 13.)

| | |
|----------------------------|--------------------------------------|
| No. of Lengths | Ballast |
| Material | 168779 |
| Brazed, Welded or Seamless | Electric motor, Sunderland & Co. Ltd |
| Internal Diam. | |
| Thickness | |
| How are Flanges secured? | By bolts |
| Date of Hydraulic Test | 1/2/22 |
| Test Pressure | 200 lbs |
| No. of Lengths | W.P. 100 lbs |
| Material | W.P. 100 lbs |
| Brazed, Welded or Seamless | Welded |
| Internal Diam. | 8' |
| Thickness | 3'-0" |
| How are Flanges secured? | By bolts |
| Date of Hydraulic Test | 1/2/22 |
| Test Pressure | 200 lbs |
| No. of Lengths | W.P. 100 lbs |
| Material | W.P. 100 lbs |
| Brazed, Welded or Seamless | Welded |
| Internal Diam. | 8' |
| Thickness | 3'-0" |
| How are Flanges secured? | By bolts |
| Date of Hydraulic Test | 1/2/22 |
| Test Pressure | 200 lbs |

FEED WATER HEATERS
 Oil Burning Plant, - White, 200 lbs
 adjusted to lift at 100 lbs - 1/2/22

TELE MOTOR
 by Super-Catalytic Engineering Co.
 motor by British Feed Water Heaters Co. Ltd
 Distillers - Hooking & Co. Ltd

STEERING COAR
 H.C. 28770
 all four of them, at 1300 lbs
 1/2/22



Direct-coupled to 4 auxiliary Diesel engines, each four-stroke cycle — 3 cyls 12.79" dia. x 13.77" stroke, to develop 150 B.H.P. at 300 revs/min.

[For lighting generators, see p. 42.]

Emergency dynamo; — no. **36089** 16 Kw. 146 amps. 110 volts continuous rating, compound wound, 900 revs/min. (max^m) by Sunderland Forge & Eng. Co. Ltd. driven by 4 cyl. 2 stroke petrol-paraffin engine 600 to 850 revs/min. 28 B.H.P.

no. **1364** by Record Engineering Co. Ltd.

[situated upper deck, special compartment.]

Starting + governor tests 9th Feb. 1926. Changed from petrol to paraffin in about 12 mins. (Forced lub. press. 16 lbs/□) Emergency bilge pump driven off this dynamo during bilge-pumping tests.

[Switchboard beside dynamo — 7 circuits.]

| No. | Circuit..... | Lights. | C.P. | Amps. | Conductor. | Amp/□ | Conductivity. | Insulation Resistance |
|-----|------------------------|---------|-------------------|-------|------------|-------|---------------|-----------------------|
| E.1 | Nav. + Instr. Lts. | 21 | $\frac{100}{3\%}$ | 12.2 | 7/.052 | 840 | 98% | 4000 |
| E.2 | Emergency Ltg | 33 | $\frac{280}{\%}$ | 11.2 | 19/.052 | 280 | " | 3000 |
| E.3 | L'boat Clusters Pt. 16 | 60 | 60 | 8.7 | 7/.052 | 600 | " | 4000 |
| E.4 | " " St. " | " | " | " | " | " | " | " |
| E.5 | W/T. | | | 14 | 7/.064 | 620 | " | 3500 |
| E.6 | Em. Bilge Pump | | | 96 | 19/.083 | 960 | " | 3000 |
| E.7 | W.T. Door Gear | | | 17 | 7/.064 | 755 | " | 3500 |

(relative positions on p. 34.)

ELECTRIC LIGHTING.

1166-7-8-9

Installation Fitted by **Scotts S. & E. Co. Ltd.**

No. and Description of Dynamos **4 @ 100 KW. each.**

Makers of Dynamos **W.H. Allen, Sons & Co. Ltd.** 55871/1 to 4

Capacity " **455** Amperes, at **220** Volts. **300** Revols. per Min.

Current Alternating or Continuous **Continuous**

Single or Double Wire System **Double.**

Position of Dynamos **Bottom platform, Port & Starboard wings.**

" Main Switch Board **Forward end, middle platform.** (Engine Room.)

No. of Circuits to which Switches are provided on Main Switch Board **29**

Particulars of these Circuits:—

| Circuit. | Number of Lights, & Fans | Watts or Candle Power, & Fan! | Current Required. Amps. | Size of Conductor. | Amp/□ Current Density. | Conductivity of Conductor. | Insulation Resistance per Mile Mils. |
|--|--------------------------|---------------------------------|-------------------------|--------------------|---------------------------|----------------------------|---|
| 1. F.W. Ring Main Pt. | | | 439 | 57/103 | 730 | 98% | 2500 |
| " " " 5% | | | | | | | |
| 2. Radiators + Boilers "C" | | | 141.9 | 37/072 | 950 | " | " |
| 3. Mid. Winches "H" | | | 731 | 61/093 | 920 | " | " |
| 4. European Galley "F" | | | 229 | 37/ | 925 | " | " |
| 5. Radiator + Boiler "G" | | | 195.2 | " | 780 | " | " |
| 6. Steer. gear, Winches, Rad! + Stor. "J" | | | 383.3 | 11/083 | 960 | " | " |
| 7. Ballast Pump | | | 134 | 1/072 | 890 | " | " |
| 8. F. & B. Pump "Duplex" | | | 77 | 19/ | 1026 | " | 3000 |
| 9. " " " Centrex" | | | " | " | " | " | " |
| 10. Cool. Water Pump no. 1 | | | " | " | " | " | " |
| 11. " " " " 2 | | | " | " | " | " | " |
| 12. Int. Oil " " 2 | | | " | " | " | " | " |
| 13. " " " " 2 | | | " | " | " | " | " |
| 14. Motor Generator " 1 | | | 118 | 11/083 | 1180 | " | " |
| 15. " " " " 2 | | | " | " | " | " | " |
| 16. F.W. pump + Turning gear. | | | 72 | " | 720 | " | " |
| 17. Workshop + Repair. Machine | | | 80.5 | " | 805 | " | " |
| 18. Aux. Circ. pump O.F. Trans. p. + water bl. | | | 115.6 | " | 1156 | " | " |
| 19. O.F. Purifying gear | | | 135.3 | 37/072 | 902 | " | " |
| Shore Connection 220 volts | | | 600 | 61/103 | 600 | " | 2500 |
| " " " " | | | 182 | 27/083 | 920 | " | " |
| 22. L'bay + Fans F'd | 59 | 50 x 16 | 27 | 19/064 | 450 | " | 3000 |
| 23. " " " " " " | 19 | 17.12 x 2.26 | 18.4 | 19/052 | 460 | " | " |
| 24. " " Aft. | 42 | 30 x 16 | 11 | " | 375 | " | " |
| 25. " " Eng. Room | 116 | " | 51.6 | 1/064 | 860 | " | " |
| 26. " " " " 1/2 watt | 11 | 200 | 35.3 | 19/052 | 880 | " | " |
| 27. Cargo Lighting | 102 | 500 | 26.1 | 19/083 | 640 | " | 3500 |
| Supply to Emergency Switches | | 100 | 164.8 | 37/064 | 1000 | " | 2500 |
| | | 16 | | 37/093 | 660 | " | |
| Total No. of Lights | 612 | No. of Motors driving Fans, &c. | 64 | No. of Heaters | 42 | | |

Current required for Motors and Heaters **4929** amperes.

W 2 cables in parallel per pole.

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

One in Windlass Motor Room, with 2 switches; one in forward Contactor house, with 2 switches; one, pantry, 2 switches; two mid. Contacta houses, 1 switch each; one galley, 4 switches; two in emergency dynamo room, one - 4 switches, & one - 1 switch; one, steering gear house, 2 switches.

Are Cut-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. 3/029 S.W.G., Largest, No. 9/103 S.W.G.

Mains - L.C. + Braided

How are Conductors in Engine and Boiler Spaces protected?

Small wiring - L.C.A. + B'ded.

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

L.C. + B'd.

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp L.C.A. + B. in metal casing.

(2) " " passing through Bunkers or Cargo Spaces do. do.

(3) " " Deck Beams or Bulkheads Lead-bushed holes or W.T. 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 meg Ohm.

Is the Installation supplied with a Voltmeter? Yes.

" " " an Ampere Meter? Yes.

Date of Trial of complete Installation 15/2/26 Duration of Trial 12 hours.

Have all the requirements of Section 42 been satisfactorily carried out? Yes.
Governor tests, nos 1, 2, and 4; 9/2/26.
no. 3; 10/2/26.

Port. 14 1166 1167 1168 1169 1170

forward. Starb!

Numbers on Diesel generators.

aft.



GENERAL CONSTRUCTION

Air Reservoirs, & Holders

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.

Air Reservoirs, & Holders

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 T.S.O. "Alcinous"

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,

W. H. King
Chief Surveyor.

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

7th April 1926

Fees advised

Fees paid



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Lloyd's Register
Foundation
Secretary.

GENERAL INSTRUCTIONS
Air Receiver & Holder

| | |
|---------------|---------|
| MAIN DONORS | |
| H.S. | Ed. H. |
| O.S. | |
| DORSEY DONORS | |
| H.S. | Ed. H. |
| O.S. | |
| EXCISES | |
| L.P.C. | Cap. H. |
| Testing &c. | |
| Expenses | |
| Total | |

It is submitted that this Report be approved.

Air Receiver & Holder

Approved by the Committee for the Class of M.B.S.s on the 15th

Alcinous

[Handwritten signature]

Vints. 598

- 23/1/25
- 9/2/25
- 4/3/25
- 9 "
- 23 "
- 30 "
- 8/4/25
- 16 "
- 28 "
- 18/5/25
- 28 "
- 9/6/25
- 15 "
- 19 "
- 23 "
- 6/8/25
- 31 "
- 3/9/25
- 11 "
- 14 "
- 17 "
- 28 "
- 1/10/25
- 2 "
- 5 "
- 7 "
- 9 "
- 13 "
- 14 "

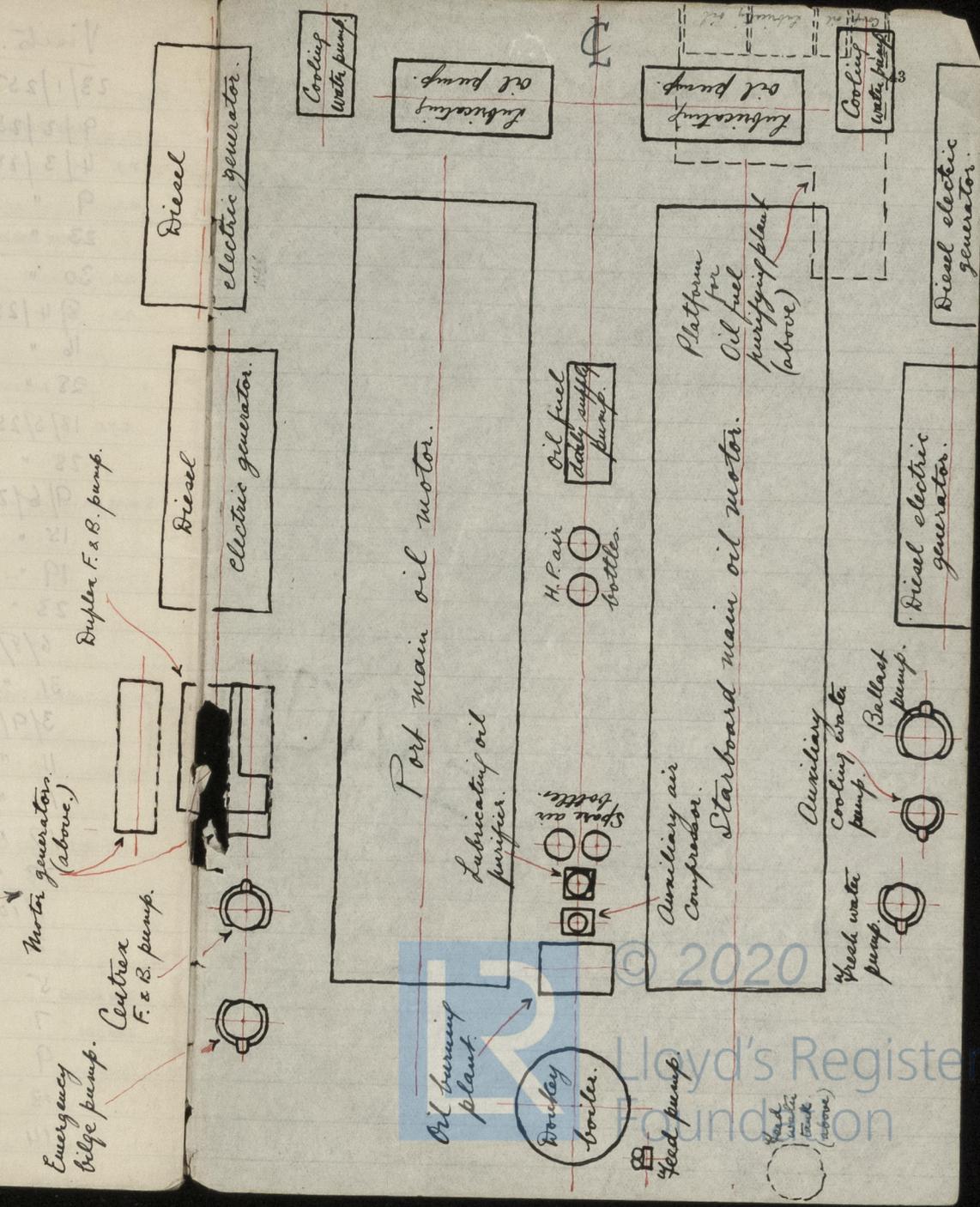
- 15/10/25
- 16 "
- 20 "
- 22 "
- 27 "
- 29 "
- 3/11/25
- 6 "
- 9 "
- 18 "
- 27 "
- 3/12/25
- 4 "
- 8 "
- 9 "
- 14 "
- 16 "
- 18 "
- 24 "
- 29 "
- 13/1/26
- 20 "
- 21 "
- 27 "
- 4/2/26
- 8 "
- 9 "
- 10 "
- 11 "

15/2/26



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Foundation

2 lighting generators 182 amperes, 110 volts, 675 revs/min.
 - each 20 Kilowatt -



Emergency bilge pump.

Motor generator (above.)

Centrex F. & B. pump.

Duplex F. & B. pump.

Diesel electric generator.

Port main oil motor.

Lubricating oil purifier.

H.P. air bottles.

Oil fuel supply pump.

Starboard main oil motor.

Platform oil fuel purifying plant (above)

Diesel electric generator.

Auxiliary air compressor.

Fresh water pump.

Cooling water pump.

Ballast pump.

Oil burning plant.

Double boilers.

Feed pump.

Lubricating oil purifier.

H.P. air bottles.

Oil fuel supply pump.

Starboard main oil motor.

Platform oil fuel purifying plant (above)

Diesel electric generator.

Port main oil motor.

Lubricating oil purifier.

H.P. air bottles.

Oil fuel supply pump.

Diesel electric generator.

Starboard main oil motor.

Platform oil fuel purifying plant (above)

Diesel electric generator.

Port main oil motor.

Lubricating oil purifier.

H.P. air bottles.

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Diesel electric generator.

