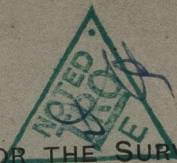
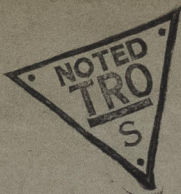


No. 1967



THE BRITISH CORPORATION FOR THE SURVEY

AND

REGISTRY OF SHIPPING.

Report No. 1462 No. in Register Book 3052

S.S. "MELAMPUS"

Makers of Engines PALMERS. JARROW.

Works No. 938.

Makers of Main Boilers PALMERS. JARROW.

Works No. 938.

Makers of ~~Donkey~~ Auxiliary Boiler Palmers Jarrow.

Works No. 938

MACHINERY.

Lloyd's Register
Foundation

004257-004262-0145

No.

THE BRITISH CORPORATION FOR THE SURVEY

AND

REGISTRY OF SHIPPING.

Report No. No. in Register Book

Received at Head Office

3rd March 1925

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

"MELAMPUS."

Official No.

None

Port of Registry

Amsterdam

Registered Owners

Nederlandsche stoomvaart
Maatschappij "Ocean" (for shipping)

Engines Built by

Messrs Palmers S.B. & J. Co. Jarrow.

at

Jarrow.

Main Boilers Built by

Messrs Palmers S.B. & J. Co. Jarrow.

at

Jarrow.

Donkey

Messrs Palmers S.B. & J. Co. Jarrow.

at

Jarrow.

Date of Completion

18th June 1924

First Visit

9-5-23

Last Visit

18-6-24

Total Visits

150

Lloyd's Register
Foundation

RECIPROCATING ENGINES.

| Works No. | No. of Sets | Description |
|---|---------------------------------|---------------------|
| No. of Cylinders each Engine | No. of Cranks | Stroke |
| Diars. of Cylinders | | |
| Cubic feet in each L.P. Cylinder | | |
| Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cylr.? | | |
| " | " | each Receiver? |
| Type of H.P. Valves, | | |
| " 1st L.P. " | | |
| " 2nd L.P. " | | |
| " L.P. " | | |
| " Valve Gear | | |
| " Condenser | Cooling Surface | sq. ft. |
| Diameter of Piston Rods (plain part) | Screwed part (bottom of thread) | |
| Material | | |
| Diam. of Connecting Rods (smallest part) | Material | |
| " Crosshead Gudgeons | Length of Bearing | Material |
| No. of Crosshead Bolts (each) | Diam. over Thrd. | Thrds. per inch |
| " Crank Pin " " | " | " |
| " Main Bearings | Lengths | |
| " Bolts in each | Diam. over Thread | Threads per inch |
| " Holding Down Bolts, each Engine | Diam. | No. of Metal Chocks |
| 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? | | |

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.?

Revs. per min.

Pressure in 1st L.P. Receiver,

lbs., 2nd L.P.,

lbs., L.P.,

lbs., Vacuum,

ins.

Speed on Trial

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

data:—

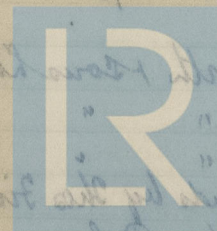
Builders' estimated I.H.P.

Revs. per min.

Estimated Speed

See next page.

404
77
4000



© 2020

Lloyd's Register Foundation

TURBINE ENGINES:

Works No. *938.* Type of Turbines *Impulse reaction Parsons type*
 No. of H.P. Turbines *1* No. of L.P. *1* No. of Stern *2*

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

Is Single or Double Reduction Gear employed? *Double.*

Diam. of 1st Reduction Pinion *H.P. 8.499 L.P. 12.362* Width *17"* Pitch of Teeth *.7"*
 " 1st " Wheel *71.34"*

Estimated Pressure per lineal inch *515 U.S.A.*

Diam. of 2nd Reduction Pinion *22.74"* Width *44 1/2"* Pitch of Teeth *1"*
 " 2nd " Wheel *119.211"*

Estimated Pressure per lineal inch *616 U.S.A.*

Revs. per min. of H.P. Turbines at Full Power *3388* S.H.P. *4000*

" " L.P. " " *2320.*

" " 1st Reduction Shaft

" " 2nd " *404*

" " Propeller Shaft *77*

Total Shaft Horse Power *4000.*

Date of Harbour Trial *12th June 1924.*

" Trial Trip *18th June 1924.*

Trials run at *off R. Tyne.*

Speed on Trial *13.8* Knots. Propeller Revs. per min. *78* S.H.P. *3950.*

Turbine Spindles forged by *Thos Firth & Sons Ltd*

" Wheels forged or cast by " "

Reduction Gear Shafts forged by " "

" Wheels forged or cast by *Thos Firth & Sons Ltd*

Cast Iron Wheels by Palmer & Co.

DESCRIPTION OF INSTALLATION.

H.P. turbine has one two-row impulse wheel
 the other stages being reaction.
 Cylinder made of cast steel.
 H.P. stern turbine incorporated in
 ahead casing.

L.P. turbine has reaction blading
 throughout. L.P. stern turbine
 incorporated in casing.

The double reduction gearing is
 housed in one gear case of
 box section.



© 2020

Lloyd's Register
 Foundation

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.E.P.

Makers of Turbines

Generators

Motors

Reduction Gears

Turbine Spindles forged by

" Wheels forged or cast by "

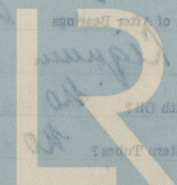
Reduction Gear Shafts forged by

" Wheels forged or cast by "

DESCRIPTION OF INSTALLATION:

No. of Collars
At Air Coupling10 1/2
10 1/2Diam. of Thrust Shafts at bottom of Collars
Forward CouplingNo. of Lengths
Diam. of Pitch Circle14 1/2
14 1/2Diam. of Intermediate Shafting by Rule
Diam. of Colls. each Coupling

At Couplings

17 1/2
17 1/2Diam. of Propeller Shafts by Rule
Are Propeller Shafts fitted with Continuous Brass Liners?

© 2020

Lloyd's Register
Foundation

SHAFTING.

Are the Crank Shafts Built or Solid?

No. of Lengths in each

Angle of Cranks

Diar. by Rule

Actual

In Way of Webs

„ of Crank Pins

Length between Webs

Greatest Width of Crank Webs

Thickness

Least

Diar. of Keys in Crank Webs

Length

„ Dowels in Crank Pins

Length

Screwed or Plain

No. of Bolts each Coupling

Diar. at Mid Length

Diar. of Pitch Circle

Greatest Distance from Edge of Main Bearing to Crank Web

Type of Thrust Blocks

No. „ Rings

Diar. of Thrust Shafts at bottom of Collars

No. of Collars

„ „

Forward Coupling

At Aft Coupling

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

Actual

At Couplings

Are Propeller Shafts fitted with Continuous Brass Liners?

Diar. over Liners

Length of After Bearings

Of what Material are the After Bearings composed?

Are Means provided for lubricating the After Bearings with Oil?

„ „ to prevent Sea Water entering the Stern Tubes?

If so, what Type is adopted?

SKETCH OF CRANK SHAFT.

No Crank Shaft - Turbine engine

© 2020

Lloyd's Register
Foundation

SECTION OF SHIPS, PUMPS, ETC. TO

No. of Air Pumps *1* Diar. *19"* Stroke *15"*

Worked by Main or Independent Engines? *Weiss Paragon.*

No. of Circulating Pumps *1* Diar. *—* Stroke *—*

Type of *Centrifugal*

Diar. of *19"* Suction from Sea

Has each Pump a Bilge Suction with Non-return Valve? *Yes.* Diar. *12"*

What other Pumps can circulate through Condenser? *Ballast Pump.*

No. of Feed Pumps on Main Engine *—* Diar. *—* Stroke *—*

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

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

No. of Independent Feed Pumps *1 pair* Diar. *9 3/4"* Stroke *24"*

What other Pumps can feed the Boilers? *Aux feed pump.*

No. of Bilge Pumps on Main Engine *1* Diar. *6 1/2"* Stroke *12"*

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

No. of Independent Bilge Pumps *Two. 1 General Service*

What other Pumps can draw from the Bilges? *1 Emergency pump for bilges*

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? *Below*

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.*

AUXILIARY

928 *868*

1. Main engine

2. Auxiliary engine

3. Bilge pump

4. Ballast pump

5. Feed pump

6. Circulating pump

7. Air pump

8. Emergency pump

9. General service pump

10. Discharge chest

11. Valve

12. Cock

13. Spigot

14. Flange

15. Plate

16. Hull

17. Plating

18. Covering

19. Blow-off

20. Valve

21. Cock

22. Spigot

23. Flange

24. Plate

25. Hull

26. Plating

27. Covering

28. Blow-off

29. Valve

30. Cock

31. Spigot

32. Flange

33. Plate

34. Hull

35. Plating

36. Covering

37. Blow-off

38. Valve

39. Cock

40. Spigot

41. Flange

42. Plate

43. Hull

44. Plating

45. Covering

46. Blow-off

47. Valve

48. Cock

49. Spigot

50. Flange

51. Plate

52. Hull

53. Plating

54. Covering

55. Blow-off

56. Valve

57. Cock

58. Spigot

59. Flange

60. Plate

61. Hull

62. Plating

63. Covering

64. Blow-off

65. Valve

66. Cock

67. Spigot

68. Flange

69. Plate

70. Hull

71. Plating

72. Covering

73. Blow-off

74. Valve

75. Cock

76. Spigot

77. Flange

78. Plate

79. Hull

80. Plating

81. Covering

82. Blow-off

83. Valve

84. Cock

85. Spigot

86. Flange

87. Plate

88. Hull

89. Plating

90. Covering

91. Blow-off

92. Valve

93. Cock

94. Spigot

95. Flange

96. Plate

97. Hull

98. Plating

99. Covering

100. Blow-off

101. Valve

102. Cock

103. Spigot

104. Flange

105. Plate

106. Hull

107. Plating

108. Covering

109. Blow-off

110. Valve

111. Cock

112. Spigot

113. Flange

114. Plate

115. Hull

116. Plating

117. Covering

118. Blow-off

119. Valve

120. Cock

121. Spigot

122. Flange

123. Plate

124. Hull

125. Plating

126. Covering

127. Blow-off

128. Valve

129. Cock

130. Spigot

131. Flange

132. Plate

133. Hull

134. Plating

135. Covering

136. Blow-off

137. Valve

138. Cock

139. Spigot

140. Flange

141. Plate

142. Hull

143. Plating

144. Covering

145. Blow-off

146. Valve

147. Cock

148. Spigot

149. Flange

150. Plate

151. Hull

152. Plating

153. Covering

154. Blow-off

155. Valve

156. Cock

157. Spigot

158. Flange

159. Plate

160. Hull

161. Plating

162. Covering

163. Blow-off

164. Valve

165. Cock

166. Spigot

167. Flange

168. Plate

169. Hull

170. Plating

171. Covering

172. Blow-off

173. Valve

174. Cock

175. Spigot

176. Flange

177. Plate

178. Hull

179. Plating

180. Covering

181. Blow-off

182. Valve

183. Cock

184. Spigot

185. Flange

186. Plate

187. Hull

188. Plating

189. Covering

190. Blow-off

191. Valve

192. Cock

193. Spigot

194. Flange

195. Plate

196. Hull

197. Plating

198. Covering

199. Blow-off

200. Valve

201. Cock

202. Spigot

203. Flange

204. Plate

205. Hull

206. Plating

207. Covering

208. Blow-off

209. Valve

210. Cock

211. Spigot

212. Flange

213. Plate

214. Hull

215. Plating

216. Covering

217. Blow-off

218. Valve

219. Cock

220. Spigot

221. Flange

222. Plate

223. Hull

224. Plating

225. Covering

226. Blow-off

227. Valve

228. Cock

229. Spigot

230. Flange

231. Plate

232. Hull

233. Plating

234. Covering

235. Blow-off

236. Valve

237. Cock

238. Spigot

239. Flange

240. Plate

241. Hull

242. Plating

243. Covering

244. Blow-off

245. Valve

246. Cock

247. Spigot

248. Flange

249. Plate

250. Hull

251. Plating

252. Covering

253. Blow-off

254. Valve

255. Cock

256. Spigot

257. Flange

258. Plate

259. Hull

260. Plating

261. Covering

262. Blow-off

263. Valve

264. Cock

265. Spigot

266. Flange

267. Plate

268. Hull

269. Plating

270. Covering

271. Blow-off

272. Valve

273. Cock

274. Spigot

275. Flange

276. Plate

277. Hull

278. Plating

279. Covering

280. Blow-off

281. Valve

282. Cock

283. Spigot

284. Flange

285. Plate

286. Hull

287. Plating

288. Covering

289. Blow-off

290. Valve

291. Cock

292. Spigot

293. Flange

294. Plate

295. Hull

296. Plating

297. Covering

298. Blow-off

299. Valve

300. Cock

301. Spigot

302. Flange

303. Plate

304. Hull

305. Plating

306. Covering

307. Blow-off

308. Valve

309. Cock

310. Spigot

311. Flange

312. Plate

313. Hull

314. Plating

315. Covering

316. Blow-off

317. Valve

318. Cock

319. Spigot

320. Flange

321. Plate

322. Hull

323. Plating

324. Covering

325. Blow-off

326. Valve

327. Cock

328. Spigot

329. Flange

330. Plate

331. Hull

332. Plating

333. Covering

334. Blow-off

335. Valve

336. Cock

337. Spigot

338. Flange

339. Plate

340. Hull

341. Plating

342. Covering

343. Blow-off

344. Valve

345. Cock

346. Spigot

347. Flange

348. Plate

349. Hull

350. Plating

351. Covering

352. Blow-off

353. Valve

354. Cock

355. Spigot

356. Flange

357. Plate

358. Hull

359. Plating

360. Covering

361. Blow-off

362. Valve

363. Cock

364. Spigot

365. Flange

366. Plate

367. Hull

368. Plating

369. Covering

370. Blow-off

371. Valve

372. Cock

373. Spigot

374. Flange

375. Plate

376. Hull

377. Plating

378. Covering

379. Blow-off

380. Valve

381. Cock

382. Spigot

383. Flange

384. Plate

385. Hull

386. Plating

387. Covering

388. Blow-off

389. Valve

390. Cock

391. Spigot

392. Flange

393. Plate

394. Hull

395. Plating

396. Covering

397. Blow-off

398. Valve

399. Cock

400. Spigot

401. Flange

402. Plate

403. Hull

404. Plating

405. Covering

406. Blow-off

407. Valve

408. Cock

409. Spigot

410. Flange

411. Plate

412. Hull

413. Plating

414. Covering

415. Blow-off

416. Valve

417. Cock

418. Spigot

419. Flange

420. Plate

421. Hull

422. Plating

423. Covering

424. Blow-off

425. Valve

426. Cock

427. Spigot

428. Flange

429. Plate

430. Hull

431. Plating

432. Covering

433. Blow-off

434. Valve

435. Cock

436. Spigot

437. Flange

438. Plate

439. Hull

440. Plating

441. Covering

442. Blow-off

443. Valve

444. Cock

445. Spigot

446. Flange

447. Plate

448. Hull

449. Plating

450. Covering

451. Blow-off

452. Valve

453. Cock

454. Spigot

455. Flange

456. Plate

457. Hull

458. Plating

459. Covering

460. Blow-off

461. Valve

462. Cock

463. Spigot

464. Flange

465. Plate

466. Hull

467. Plating

468. Covering

469. Blow-off

470. Valve

471. Cock

472. Spigot

473. Flange

474. Plate

475. Hull

476. Plating

477. Covering

478. Blow-off

479. Valve

480. Cock

481. Spigot

482. Flange

483. Plate

484. Hull

485. Plating

486. Covering

487. Blow-off

488. Valve

489. Cock

490. Spigot

491. Flange

492. Plate

493. Hull

494. Plating

495. Covering

496. Blow-off

497. Valve

498. Cock

499. Spigot

500. Flange

501. Plate

502. Hull

503. Plating

504. Covering

505. Blow-off

506. Valve

507. Cock

508. Spigot

509. Flange

510. Plate

511. Hull

512. Plating

513. Covering

514. Blow-off

515. Valve

516. Cock

517. Spigot

518. Flange

519. Plate

520. Hull

521. Plating

522. Covering

523. Blow-off

524. Valve

525. Cock

526. Spigot

527. Flange

528. Plate

529. Hull

530. Plating

531. Covering

532. Blow-off

533. Valve

534. Cock

535. Spigot

536. Flange

537. Plate

538. Hull

539. Plating

540. Covering

541. Blow-off

542. Valve

543. Cock

544. Spigot

545. Flange

546. Plate

547. Hull

548. Plating

549. Covering

550. Blow-off

551. Valve

552. Cock

553. Spigot

554. Flange

555. Plate

556. Hull

557. Plating

558. Covering

559. Blow-off

560. Valve

561. Cock

562. Spigot

563. Flange

564. Plate

565. Hull

566. Plating

567. Covering

568. Blow-off

569. Valve

570. Cock

571. Spigot

572. Flange

573. Plate

574. Hull

575. Plating

576. Covering

577. Blow-off

578. Valve

579. Cock

580. Spigot

581. Flange

582. Plate

583. Hull

584. Plating

585. Covering

586. Blow-off

587. Valve

588. Cock

589. Spigot

590. Flange

591. Plate

592. Hull

593. Plating

594. Covering

595. Blow-off

596. Valve

597. Cock

598. Spigot

599. Flange

600. Plate

601. Hull

602. Plating

603. Covering

604. Blow-off

605. Valve

606. Cock

607. Spigot

608. Flange

609. Plate

610. Hull

611. Plating

612. Covering

613. Blow-off

614. Valve

615. Cock

616. Spigot

617. Flange

618. Plate

619. Hull

620. Plating

621. Covering

622. Blow-off

623. Valve

624. Cock

625. Spigot

626. Flange

627. Plate

628. Hull

629. Plating

630. Covering

631. Blow-off

632. Valve

633. Cock

634. Spigot

635. Flange

636. Plate

637. Hull

638. Plating

639. Covering

640. Blow-off

641. Valve

642. Cock

643. Spigot

644. Flange

645. Plate

646. Hull

647. Plating

648. Covering

649. Blow-off

650. Valve

651. Cock

652. Spigot

653. Flange

654. Plate

655. Hull

656. Plating

657. Covering

658. Blow-off

659. Valve

660. Cock

661. Spigot

662. Flange

663. Plate

664. Hull

665. Plating

666. Covering

667. Blow-off

668. Valve

669. Cock

670. Spigot

671. Flange

672. Plate

673. Hull

674. Plating

675. Covering

676. Blow-off

677. Valve

678. Cock

679. Spigot

680. Flange

681. Plate

682. Hull

683. Plating

684. Covering

685. Blow-off

686. Valve

687. Cock

688. Spigot

689. Flange

690. Plate

691. Hull

692. Plating

693. Covering

694. Blow-off

MAIN.
BOILERS.

Works No. 938

No. of Boilers 2. Type Double ended cylindrical.

Single or Double-ended Double ended.

No. of Furnaces in each Six

Type of Furnaces Leighton section Galloway ends

Date when Plan approved 7-5-23

Approved Working Pressure 220 lbs.

Hydraulic Test Pressure 380 lbs.

Date of Hydraulic Test 15th February 1924.

" when Safety Valves set 12.6.24

Pressure at which Valves were set 220 lbs.

Date of Accumulation Test 17.6.24

Maximum Pressure under Accumulation Test 225 lbs.

System of Draught Forced

Can Boilers be worked separately? Yes.

Makers of Plates Messrs J Spenser & Co Ltd Beardmore Park
Messrs La Motherwell Newcastle Tyne

" Stay Bars Rivets Rivet Bolt & Nut Co. Glasgow.
Furnaces Beardmore & Co Ltd Glasgow.

Greatest Internal Diam. of Boilers 16'-3"

" " Length " 18'-10"

Square Feet of Heating Surface each Boiler 4621 sq ft

" " Grate " " 15 sq ft

No. of Safety Valves each Boiler 2 each Rule Dia. 3 5/8" Actual 3 3/4"

Are the Safety Valves fitted with Easing Gear? Yes.

No. of Pressure Gauges, each Boiler 2 No. of Water Gauges 4.

" Test Cocks " Salinometer Cocks Two

AUXILIARY.
BOILER

938
1. Single ended. cylindrical.
single ended.
Three.
Seighton section Goulay ends.
7-5-23
720 lbs.
380 lbs.
15th February 1974.
12.6.74
720 lbs.
12.6.74
no accumulation.
Natural.
yes.
J. Spencer. Newcastle Syc.
ditto.
Rivet, bolt & nut co. Glasgow.
Beardmore & Co Glasgow.
13'-4"
9'-10 3/4"
1576.45 lb
47.75 lb
2, 2 3/8" actual 2 1/4" (Cockburns High Lift).
yes.
one.
one.
two.

Main Boilers

Are the Water Gauges fitted direct to the Boiler Shells or mounted on Pillars? *On Pillars*Are the Water Gauge Pillars fitted direct to the Boiler Shells or connected by Pipes? *By pipes*Are these Pipes connected to Boilers by Cocks or Valves? *Cocks.*Are Blow-off Cocks or Valves fitted on Boiler Shells? *Yes.*No. of Strakes of Shell Plating in each Boiler *3*Plates in each Strake *2*Thickness of Shell Plates Approved *$1\frac{17}{32}$ "*" " in Boilers *$1\frac{17}{32}$ "*Are the Rivets Iron or Steel? *Steel*Are the Longitudinal Seams Butt or Lap Joints? *Butt joints*Are the Butt Straps Single or Double? *Double*Are the Double Butt Straps of equal width? *Yes.*Thickness of outside Butt Straps *$1\frac{3}{16}$ "*" inside " *$1\frac{5}{16}$ "*Are Longitudinal Seams Hand or Machine Riveted? *Machine*Are they Single, Double, or Treble Riveted? *Treble.*No. of Rivets in a Pitch *Five*Diam. of Rivet Holes *$1\frac{3}{8}$ "* Pitch *$10\frac{3}{4}$ "*No. of Rows of Rivets in Centre Circumferential Seams *Three*Are these Seams Hand or Machine Riveted? *Machine.*Diam. of Rivet Holes *$1\frac{11}{16}$ "* Pitch *$4.675"$* No. of Rows of Rivets in Front End Circumferential Seams *2*Are these Seams Hand or Machine riveted? *Hand.*Diam. of Rivet Holes *$1\frac{11}{16}$ "* Pitch *4.009* No. of Rows of Rivets in Back End Circumferential Seams *2*Are these Seams Hand or Machine Riveted? *Machine*Diam. of Rivet Holes *$1\frac{11}{16}$ "* Pitch *4.009* SIZE OF HOLE IN COMPENSATING PLATE *$16" \times 12"$* Size of Manholes in Shell *$20" \times 16"$* Dimensions of Compensating Rings *$3'-10\frac{3}{4}" \times 2'-9" \times 1\frac{3}{16}"$*

Auxiliary Boilers.

On Pillars

By pipes

Cocks.

Yes.

1

2

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

Steel

Butt joints

Double.

Yes.

1

 $1\frac{3}{8}"$

Machine

Treble.

Five.

 $1\frac{3}{8}"$ $9\frac{1}{2}"$

2

Hand.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Machine.

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

2

Main Boiler

Thickness of End Plates in Steam Space Approved $1\frac{7}{8}$ "

" " " " " in Boilers $1\frac{9}{8}$ "

Pitch of Steam Space Stays $1'-4"$

Diar. " " " " " Approved $3\frac{1}{2}$ Threads per Inch 6

" " " " " in Boilers $3\frac{1}{2}$ " 6

Material of " " " Solid Steel.

How are Stays Secured? Screwed at ends with a nut on each side of plate

Diar. and Thickness of Loose Washers on End Plates $12\frac{1}{2} \times \frac{7}{8}$

" " 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 $6\frac{1}{4}$ "

Thickness of Doublings in " "

Thickness of Front End Plates at Bottom Approved

" " " " " in Boilers

No. of Longitudinal Stays in Spaces between Furnaces 2

See particulars
of front plates
(Double-ended
Boilers)

Auxiliary Boiler

Thickness of End Plates in Steam Space Approved $1\frac{7}{8}$ "

" " " " " in Boilers $1\frac{7}{8}$ "

Pitch of Steam Space Stays $1'-3"$

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

" " " " " in Boilers $2\frac{3}{4}$ " 6

Material of " " " Solid Steel.

How are Stays Secured? $8\frac{1}{4} \times \frac{3}{4}$

Diar. and Thickness of Loose Washers on End Plates

" " Riveted " " " ✓

Width " " Doubling Strips " ✓

$2\frac{7}{8}$
 $3\frac{1}{8}$
 $2\frac{7}{8}$
 $3\frac{1}{8}$
 $6\frac{3}{8}$

$3\frac{1}{8}$
 $3\frac{1}{8}$
 $3\frac{1}{8}$
 $3\frac{1}{8}$

2



© 2020

Lloyd's Register
Foundation

Main Boilers

Diar. of Stays Approved $3\frac{1}{4}$ " Threads per Inch 6
 " " in Boilers $3\frac{1}{4}$ "
 Material " Steel

Thickness of Front Tube Plates Approved 1"
 " " " in Boilers 1"

Pitch of Stay Tubes at Spaces between Stacks of Tubes 1'-2"

Thickness of Doublings in " " "
 " Stay Tubes at " " " $3\frac{1}{8}$ " + $7\frac{1}{16}$ "

Are Stay Tubes fitted with Nuts at Front End? yes.

Thickness of Back Tube Plates Approved $7\frac{1}{8}$ "
 " " " in Boilers $7\frac{1}{8}$ "

Pitch of Stay Tubes in Back Tube Plates $8\frac{1}{2}$ "
 " Plain " $4\frac{1}{4}$ "

Thickness of Stay Tubes $7\frac{1}{16}$ " x $3\frac{1}{8}$ " x $5\frac{1}{16}$ "

" Plain " 8 L.S.W.

External Diar. of Tubes 3"

Material " W. Iron.

Thickness of Furnace Plates Approved $2\frac{3}{8}$ "
 " " " in Boilers $2\frac{3}{8}$ "

Smallest outside Diar. of Furnaces $3\frac{1}{16}$ " - $1\frac{1}{16}$ "

Length between Tube Plates $7\frac{1}{16}$ " - 1"

Width of Combustion Chambers (Front to Back) $4\frac{1}{16}$ " - $6\frac{1}{4}$ "

Thickness of " " Tops Approved $3\frac{1}{16}$ "

" " " in Boilers $3\frac{1}{16}$ "

Pitch of Screwed Stays in C.O. Tops $7\frac{1}{2}$ "

Auxiliary Boilers

$2\frac{7}{8}$ " - 96
 $2\frac{7}{8}$ "
 Steel

$3\frac{1}{8}$ "
 $3\frac{1}{8}$ "
 $3\frac{1}{8}$ "

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

$1\frac{13}{16}$ "

$3\frac{1}{8}$ " + $7\frac{1}{16}$ "

yes.

$7\frac{1}{8}$ "

$7\frac{1}{8}$ "

9" + $8\frac{1}{4}$ "

$4\frac{1}{2}$ " + $4\frac{3}{8}$ "

$7\frac{1}{16}$ " x $3\frac{1}{8}$ "

7 L.S.W.

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

W. Iron.

$1\frac{19}{16}$ "

$3\frac{1}{8}$ "

$1\frac{19}{16}$ "

$3\frac{1}{16}$ " - $1\frac{1}{16}$ "

6'-6"

2'- $7\frac{3}{16}$ " mean

$3\frac{1}{16}$ "

$3\frac{1}{16}$ "

$7\frac{1}{2}$ "



Lloyd's Register
Foundation

Main BoilersDiar. of Screwed Stays Approved $1\frac{3}{4}$ " Threads per Inch 9" " " in Boilers $1\frac{3}{4}$ "

Material " " Special iron quality

Thickness of Combustion Chamber Sides Approved $\frac{3}{4}$ "" " " in Boilers $\frac{3}{4}$ "Pitch of Screwed Stays in C.O. Sides $6\frac{1}{4}$, $6\frac{1}{2}$ & 9"Diar. " " Approved $1\frac{3}{4}$ " Threads per Inch 9" " " in Boilers $1\frac{3}{4}$ " 9

Material " " Special iron

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.? No.

Thickness of Combustion Chamber Bottoms $1\frac{1}{3}$ "

No. of Girders over each Wing Chamber 5"

" " " Centre " 3

Depth and Thickness of Girders $11\frac{3}{4} \times 1$ " double.

Material of Girders Steel plate.

No. of Stays in each 6.

No. of Tubes, each Boiler 696

Size of Lower Manholes 16×12 "Common chambers.Auxiliary Boilers.VERTICAL DONKEY BOILERS $1\frac{5}{8}$ " - 9 $1\frac{5}{8}$ "

Special iron quality.

 $\frac{3}{4}$ " $\frac{3}{4}$ " $6\frac{3}{8}$ & $7\frac{3}{4}$ " $1\frac{1}{2}$ - 9 $1\frac{1}{2}$ - 9

Special iron.

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

8"

 $2 \times 1\frac{7}{8} \times 1\frac{3}{4} \times 1\frac{5}{8} \times 1\frac{1}{2}$ - 9 $2 \times 1\frac{7}{8} \times 1\frac{3}{4} \times 1\frac{5}{8} \times 1\frac{1}{2}$ - 9

Special iron.

No.

1"

4"

2

 $8\frac{3}{4} \times \frac{3}{4}$ double

Steel plate.

3

24"

 16×12 "SUPERHEATERS.

4"

2

 $8\frac{3}{4} \times \frac{3}{4}$ double

Steel plate.

3

24"

 16×12 "

VERTICAL DONKEY BOILERS.

No. of Boilers Type
 Greatest Int. Diar. Height
 Height of Boiler Crown above Fire Grate
 Are Boiler Crowns Flat or Dished?
 Internal Radius of Dished Ends Thickness of Plates
 Description of Seams in Boiler Crowns
 Diar. of Rivet Holes Pitch Width of Overlap
 Height of Firebox Crowns above Fire Grate
 Are Firebox Crowns Flat or Dished?
 External Radius of Dished Crowns Thickness of Plates
 No. of Crown Stays
 External Diar. of Firebox at Top Material 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

auxiliary boiler fitted

SUPERHEATERS.

Description of Superheaters *N.E.M.E.C. LTD. Smoke tube type. Consisting of forged ingot steel headers with unmovable tube elements of S.D. steel welded at ends.*
 Where situated? *In the smokebox*
 Which Boilers are connected to Superheaters? *Main Boilers*
 Can Superheaters be shut off while Boilers are working? *Yes*
 No. of Safety Valves on each Superheater *1* Diar. *3"*
 Are " " fitted with Basing Gear? *No*
 Date of Hydraulic Test *440 lbs.*
 Date when Safety Valves set *12.6.24* Pressure on Valves *225*

MAIN STEAM PIPES.

No. of Boilers
 Material
 Height, Width or Diameter
 Internal Diar.
 Thickness
 How are Flanges secured?
 Date of Hydraulic Test
 Test Pressure
 No. of Boilers
 Material
 Height, Width or Diameter
 Internal Diar.
 Thickness
 How are Flanges secured?
 Date of Hydraulic Test
 Test Pressure
 No. of Boilers
 Material
 Height, Width or Diameter
 Internal Diar.
 Thickness
 How are Flanges secured?
 Date of Hydraulic Test
 Test Pressure

440 lbs.

225



© 2020

Lloyd's Register
Foundation

MAIN STEAM PIPES.

| No. of Lengths | 7 | 4 | 12 | 16 |
|----------------------------|-----------------------------|-------------|-------------|-------------|
| Material | Steel | Steel | Steel | Steel |
| Brazed, Welded or Seamless | Solid drawn | Solid drawn | Solid drawn | Solid drawn |
| Internal Diam. | 7" | 6" | 5" | 4" |
| Thickness | 5/16" | 5/16" | 3/4" | 7/8" |
| How are Flanges secured? | Riveted | Screwed | Screwed | Screwed |
| Date of Hydraulic Test | During regular visits. | | | |
| Test Pressure | 660 lbs. hydraulic pressure | | | |

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

LIST OF ROTARY PUMPS

| No. | Working Pressure | Date of Test | Remarks |
|-----|------------------|--------------|--|
| 1 | 20 lbs. | 10/10/00 | 1. Ball and Valve Pump 10" x 10" x 10" |
| 2 | 20 lbs. | 10/10/00 | 2. Forced Lubrication Pumps 9 1/2" x 10" x 10" |
| 1 | 20 lbs. | 10/10/00 | 1. Fresh Water Pump 5" x 15" x 6" |
| 1 | 20 lbs. | 10/10/00 | 1. Main C. FEED WATER HEATERS |
| 1 | 20 lbs. | 10/10/00 | 1. Air Pump 12" x 10" x 10" |

FEED WATER FILTERS

| No. | Working Pressure | Date of Test | Remarks |
|-----|------------------|--------------|--------------------|
| 1 | 20 lbs. | 10/10/00 | 1. 10" x 10" x 10" |
| 1 | 20 lbs. | 10/10/00 | 1. 10" x 10" x 10" |



© 2020

Lloyd's Register
Foundation

EVAPORATORS.

No. 2 Type Vertical Tons per Day 25
 Makers Caird & Rayner.
 Working Pressure 220 lbs. Test Pressure 440 lbs. Date of Test 2.5.14.
 Date of Test of Safety Valves under Steam 12.6.14.

FEED WATER HEATERS.

No. 1 Type Exhaust Steam Surface
 Makers J. & C. Weir.
 Working Pressure 220 lbs. Test Pressure 528 lbs. Date of Test 2.8.13.
 Exhaust Steam 15 lbs.

FEED WATER FILTERS.

No. 2 Type Pressure Size 4' bore pipes.
 Makers Hockings.
 Working Pressure 70 lbs. Test Pressure 140 lbs. Date of Test 22.6.13.

LIST OF DONKEY PUMPS.

1. Pair Main feed pumps 13 1/4 x 9 3/4 x 24"
1. Duplex Aux. Feed Pump 10" x 7" x 12"
2. General Service Pumps. 7" x 9" x 8"
1. Ballast Pump 10" x 13" x 15"
2. Forced Lubrication Pumps 9 1/2 x 10 x 24"
1. Fresh Water Pump. 5" x 5 x 6"
1. Main C. Pump 19" pipes.
1. Air Pump Paragon Type Weir.



© 2020

Lloyd's Register
Foundation

OTHER ARTICLES OF SPARE GEAR:—

9 Propeller studs & nuts.
12 Thrust pads & pivots
4 Adjusting screws
1 Set of spare nozzles for smoke tube blowers.
1 Set of water gauge glasses & 12 Woodruff rings
10% set of Steam end steel plugs.
5% " " " " studs & nuts. for Superheaters
2% " " " " Clamps.
20% total number of jointing rings for Elements
H.P. pinion 1st reduction.
L.P. " 1st reduction.

REFRIGERATORS.

No. of Machines *One* Capacity of eachMakers *J & E Hall.*Description *No 7 Marine Type CO₂ Machine.
for ship's use only.*

No. of Steam Cylinders, each Machine

No. of Compressors

No. of Cranks

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

System of Refrigeration

Insulation

Are Brine and other Regulating Valves placed so as to be accessible without entering the Insulated Spaces?

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

Are all Bilge, Sounding, and Air Pipes in Insulated Spaces properly insulated?

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

Date of Test under Working Conditions

RESULTS OF TRIALS.

| COMPARTMENT. | Temp. at beginning of Trial. | Temp. at end of Trial. | Time required to obtain this Result. | Rise of Temp. after hours. |
|--|--|------------------------|--------------------------------------|----------------------------|
| Makers of Dynamometer | | | | |
| Capacity | 250 | 105 | | |
| Speed of Rotation or Continuity | Continuous. | | | |
| Single or Double Water Pressure | Double | | | |
| Position of Dynamometer | On flat at stern, side of engine room. | | | |
| Main Water Pipes | On flat at stern, side of engine room. | | | |
| No. of Circuits to which Refrigerator is connected on Main Engine Room | | | | |
| Particulars of Spare Gear | | | | |
| Accommodation | 20 | 6 | 7/55 | 470 |
| Eng + Oil room | 10 | 6 | 7/55 | 410 |
| Eng. R. & Main light | 10 | 10.1 | 7/55 | 452.6 |
| Saloon &c. | 10 | 10.5 | 7/55 | 363.6 |
| Boats, lighting. | 10 | 10.3 | 7/55 | 453.1 |
| Fans. | 10 | 10.5 | 7/55 | 363.6 |
| Boats, forward. | 10 | 10.5 | 7/55 | 363.6 |

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



© 2020

Lloyd's Register
Foundation

RECEIVED

4127 Marine Type for Machine
for ships use only.

ELECTRIC LIGHTING.

Installation Fitted by *Messrs Palmers S & J. Co. Ltd.*
 No. and Description of Dynamos *2-26½ H.P. Comp. wound*
 Makers of Dynamos *Laurance Scott.*
 Capacity " *250* Amperes, at *105* Volts, *500* Revols. per Min.
 Current Alternating or Continuous *Continuous.*
 Single or Double Wire System *Double wired system.*
 Position of Dynamos *On flat at starb. side of engine room.*
 " Main Switch Board *On flat at starb. side of eng. room.*
 No. of Circuits to which Switches are provided on Main Switch Board *11.*
 Particulars of these Circuits:—

| Circuit. | Number of Lights. | Candle Power. | Current Required. Amps. | Size of Conductor. | Current Density. Amps sq. in. | Conductivity of Conductor. | Insulation Resistance per Mile. megohms. |
|-------------------------------------|----------------------------|-------------------------|-------------------------|------------------------|-------------------------------|----------------------------|--|
| 1. Accomod. Amidship | { 21 2 87 | 30 watt 20 " 30 " | 6.09 10 " | 7/ 19/052 19/064 | 470 410 | | 2500 |
| 2. Eng + Bb. rooms | { 10 200 " @ ½ watt. | | 18.1 | 19/052 | 452.5 | | |
| 3. Eng. R. ½ Watt lights | 10 | | | | | | |
| 4. Saloon &c. | { 47 1 100 " | 30 FAN. | 14.5 | 19/052 | 362.5 | | |
| 5. Poop. lighting. | { 33 2 20 " | 30 FAN'S CEILING | 10.2 | 7/064 | 453.1 | | |
| 6. Fans. | { 11 2 100 watt | FAN'S CABIN. | 6.8 | 7/064 | 302.2 | | |
| 7. Clusters + tween decks. forward. | { 10 48 16 c.p. | 600 W (½ W.) | 44. | 19/083 | 440.0 | | |
| 8. Ditto aft. | { 10 44 100 W (½ W.) | 600 W (½ W.) | 41. | 19/052 | 1000.0 | | |
| 9. Turning motor | 10HP | 78 amps | | 19/083 | 708.0 | | |
| 10. 24" Searchlight. | 19000 CP. | 80. amps | | 19/083 | 800.0 | | |
| 11. Emergency board. | | 154.75 amps | | 37/083 | 788.8 | | |

Total No. of Lights *415* No. of Motors & Fans &c. *3* FANS. No. of Motors *4-36"*
 Current required for Motors and Motors *201.6 amps.* FANS. *11-12"*

Emergency.

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

Emergency dynamo room on Upper Deck with 1-200 amp. D.P. switch, 5-100 amp S.P. switches + 1-100 amp D.P. contactor.

Emergency switch board. Note! 1. 16 KW Motor driven generator.

| No | NAME OF CIRCUIT. | NO OF LIGHTS. | C.P. | AMPS RECD. | SIZE OF D. | DENSITY OF D. | CONDUCTIVITY | Resistance. |
|----|-----------------------|---------------|----------|------------|------------|---------------|--------------|-------------|
| 1. | Emergency lighting | 36. | 30 WTS | 12.165 | 1/8 | 304.1 | 1617.0 | 2.500 |
| | | 5. | 8 C.P. | | | | | |
| | | 6. | 6 C.P. | | | | | |
| 2. | Boat Elastic Pt. | 16. | 40 Watt. | 5.8 | 7/64 | 257.7 | 904.1 | |
| 3. | " | Stb. | 16. | 40 Watt. | 5.8 | 7/64 | 257.7 | 904.1 |
| | | 110 V | 5. | 100 Watt. | 4.5 | 7/64 | 310.3 | 597.0 |
| 4. | Navigation | 30 V | 3. | 25 C.P. | 9.0 | 7/64 | 620.7 | 597.0 |
| 5. | Wireless | 1 1/2 KW. | | 13.5 | 7/64 | 600.0 | 904.1 | |
| 6. | Emergency Bulge | 12 HP. | 96 | 19/653 | | 960.0 | 4120.3 | |
| 7. | Scott Ross W.T. Door. | 2 1/2 HP. | 20 | 7/64 | | 888.8 | 904.1 | |

Are Out-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits

On Aux. " " Emergency 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 Cut-outs constructed of Non-inflammable Material?

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

Smallest Single Wire used, No. *No Single Largest conductor used*How are Conductors in Engine and Boiler Spaces protected? *Lead, armour + braid*" Saloons, State Rooms, &c., " ? *Lead + braid*

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp *Lead, armour + braid in tube*(2) " " " " " " *Lead, armour + braid on trays + covers over trays*(3) " " " " " " *Lead bushes in beams + glands in bulkheads*

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

is unimpaired? *No jointing made in this vessel*

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? *one megohm*Is the Installation supplied with a Voltmeter? *Yes*" " " " an Ampere Meter? *Yes*Date of Trial of complete Installation *18.6.20* Duration of Trial *6 hours*Have all the requirements of Section 42 been satisfactorily carried out? *Yes*

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

Approved by the Committee for the purpose of the examination of the vessel?

© 2020
Lloyd's Register
Foundation

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.

Fees—

MAIN BOILERS.

£ s. d.

H.S. *9241* Sq. ft. : :G.S. *230* " : :*any*—~~Donkey~~ BOILERS.H.S. *157645* Sq. ft. : :G.S. *42.75* " : :

£ : :

ENGINES.

L.P.C. *✓* Cub. ft. : :

£ : :

Testing, &c. : :

£ : :

Expenses : :

Total ... £ : :

It is submitted that this Report be approved,

W. Green King
Chief Surveyor.

Approved by the Committee for the Class of M.B.S.* on the *4th March 1920*

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 *us* *me* from personal examination

"MELAMPUS"

Capt. Mill

John Lundgren

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

Fees advised

Fees paid

© 2020



Lloyd's Register
Foundation
Secretary.

GENERAL CONSTRUCTION

Footings

MAIN BOILER

H.S. 9541

Sp. ft.

G.S. 280

G.W. - DRAINAGE BOILER

H.S. 12142

Sp. ft.

G.S. 4572

ENGINE

I.P.O.

Cap. ft.

Testing, etc.

Expenses

Total

It is submitted that this Report be approved.

The Board was of the opinion that the Report be approved.

Approved by the Committee for the U.S.S. on the

"MELAMPUS"

Footings

Footings



© 2020

Lloyd's Register
Foundation



© 2020

Lloyd's Register
Foundation



© 2020

Lloyd's Register
Foundation



© 2020

Lloyd's Register
Foundation