

No. 2221

THE BRITISH CORPORATION FOR THE SURVEY  
AND  
REGISTRY OF SHIPPING.

Report No. 2234 No. in Register Book 3620

N/N SOREDOC.

S.S. EX PHENICIA.

Makers of Engines MACCOLL & POLLOCK.

Works No. 366

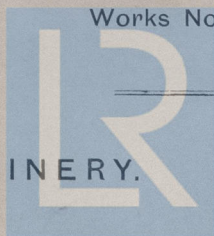
Makers of Main Boilers MACCOLL & POLLOCK.

Works No. 366

Makers of Donkey Boiler NONE.

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 .....

*4<sup>th</sup> June 1929.*

Surveyor's Report on the New Engines, Boilers, and Auxiliary  
Machinery of the <sup>Single Screw</sup> ~~Double~~ ~~Triple~~ ~~Quadruple~~ Screw STEAMER

"PHENICIA"

Official No. *149498* Port of Registry *Newcastle*

Registered Owners *Island Steamship Coy Ltd.  
Winnipeg, Canada.*

Engines Built by *MacCall & Pollock,*

at *Sunderland.*

Main Boilers Built by *MacCall & Pollock,*

at *Sunderland.*

Donkey " " *None.*

at

Date of Completion

*28.3.29*

First Visit *10.8.28*

Last Visit *28.3.29* Total Visits *28*



## RECIPROCATING ENGINES.

Works No. *366* No. of Sets *1* Description *Triple expansion*  
*Surface Condensing*

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

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

" " " each Receiver?

Type of H.P. Valves,

1st I.P. "

2nd I.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 Valve.*

*D. Slide Valve.*

*D. Slide Valve.*

*Stephenson's Link*

*Surface*

Cooling Surface *703* sq. ft.

Screwed part (bottom of thread) *2.03*

*Roller Steel bar.*

*3 7/8* Material *Iron.*

Length of Bearing *2.3 3/8* Material *Steel*

Diar. over Thrd. *1 3/4* Thrds. per inch *6* Material *steel*

" *2* " *2 1/4* " *6* "

Lengths *7 7/8*

Diar. over Thread *2 1/8* Threads per inch *6* Material *Steel*

Diar. *12-1 1/4* No. of Metal Chocks *5-0*

*32 1 3/8* *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 1st I.P. Receiver, *180* lbs., 2nd I.P., *48* lbs., L.P., *5 1/2* lbs., Vacuum, *26 3/4* 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.

Estimated Speed

H.P. Cylinder Tested *2-10-28*

B.E. *3394* J.L. *240420*



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## TURBINE ENGINES.

Works No.	Type of Turbines		
No. of H.P. Turbines	No. of L.P.	No. of L.P.	No. of Astern
Are the Propeller Shafts driven direct by the Turbines or through Gearing?			
Is Single or Double Reduction Gear employed?			
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 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			

## DESCRIPTION OF INSTALLATION.

Engine stop valves plugged at base  
with  $\frac{3}{8}$ " gas brass plug securely fitted.

Tested C. S. Water gauge mounting 4.11.78.

" 2 main boiler stop valves 15.11.78.

" 2 Whistle valves

" Condensers.

" 2 main + 2 donkey check valves. 15.11.78.



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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.

Type of Turbine No. of Hinge

Diam. of Turbine Shafts at Bottom of Collars

No. of Collars

Diam. of Intermediate Shafts by Hinge

No. of Bolts each Coupling

Diam. of Propeller Shafts by Hinge

Are Propeller Shafts fitted with Couplings between Lines?

Diam. over Lines

Of what Material are the After Bearings composed?

Are Motors provided for lubricating the After Bearings with Oil?

To prevent the After Bearings from overheating the Heat Pipes?

If not, what is the reason?



## SHAFTING.

Are the Crank Shafts Built or Solid?

*Built*

No. of Lengths in each

*One*

Angle of Cranks

*120°*

Diar. by Rule

Actual

*8 3/8"*

In Way of Webs

*8 1/2"*

" of Crank Pins

*8 3/8"*

Length between Webs

*8"*

Greatest Width of Crank Webs

*15 3/4"*

Thickness

*15 3/16"*

Least

*12"**5 3/16"*

Diar. of Keys in Crank Webs

*1 3/4"*

Length

*4*

" Dowels in Crank Pins

*1*

Length

*3"*

Screwed or Plain

*Screwed.*

No. of Bolts each Coupling

*6*

Diar. at Mid Length

*2"*

Diar. of Pitch Circle

*12"*

Greatest Distance from Edge of Main Bearing to Crank Web

*3 1/6"*

Type of Thrust Blocks

*Multi. Collar.*

No. " Rings

*Four.*

Diar. of Thrust Shafts at bottom of Collars

*8 3/8"*

No. of Collars

*Four.*

" " Forward Coupling

*8*

At Aft Coupling

*8*

Diar. of Intermediate Shafting by Rule

*None*

Actual

No. of Lengths

No. of Bolts, each Coupling

Diar. at Mid Length

Diar. of Pitch Circle

Diar. of Propeller Shafts by Rule

Actual

*9 1/8"*

At Couplings

*8 3/8"*

Are Propeller Shafts fitted with Continuous Brass Liners?

*yes.*

Diar. over Liners

*10 7/16"*

Length of After Bearings

*3'-0 1/2"*

Of what Material are the After Bearings composed?

*Lignum Vitae*

Are Means provided for lubricating the After Bearings with Oil?

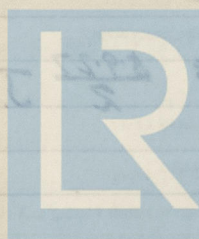
*yes*

" " to prevent Sea Water entering the Stern Tubes?

*no*

If so, what Type is adopted?

## SKETCH OF CRANK SHAFT.

*Same as Machine doc*

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No. of Blades each Propeller

Fitted or Solid?

Fitted

Material of Blades

C.1 &amp; Steel Wiped Boss

Cast Iron.

Diam. of Propellers

12'-0" Pitch

9'-7 $\frac{1}{4}$ "

Surface (each

46"

S. It.)

Coefficient of Displacement of Vessel at  $\frac{1}{2}$  Moulded Depth

Crank Shafts Forged by

Life Forge Coy.

Material

I Steel

Pins

"

"

Webs

"

"

Thrust Shafts

Burmeister &amp; Wain

"

I Steel

Intermed.,

"

None.

"

Propeller

"

Burmeister &amp; Wain

"

I Steel

Crank

Finished by

Life Forge Coy

Thrust

"

Mac Coll &amp; Pallock.

Intermed.,

"

None.

Propeller

"

Mac Coll &amp; Pallock.

STAMP MARKS ON SHAFTS.

Crank Shaft B.C. 208. R.S. 11.9.28

Thrust Shaft B.C. 6 5.9.28 JL 15.11.28

Tail Shaft: B.C. 5.9.28 5.9.27 JL 15.11.28

## SKETCH OF PROPELLER SHAFT.

Same as Lachineooc



## PUMPS, ETC.

No. of Air Pumps      Diar.      Stroke

Worked by Main or Independent Engines?

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?

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      Diar.      Stroke

What other Pumps can feed the Boilers?

No. of Bilge Pumps on Main Engine      Diar.      Stroke

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

No. of Independent Bilge Pumps

What other Pumps can draw from the Bilges?

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?

## BOILERS

No. of Boilers

Type of Boilers

Single or Double ended

No. of Furnaces in each

Type of Furnaces

Date when first approved

Approved Working Pressure

Hydraulic Test Pressure

Date of Hydraulic Test

" when first fitted on

Pressure at which first used

Date of Accumulation Test

Maximum Pressure under Accumulation Test

System of Drafting

Can Boilers be worked separately?

Makers of Plates

Boiler Room

"

"

"

Closest Internal Dia. of Boilers

"

"

"

"

"

"

"



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## BOILERS.

Works No. 366

No. of Boilers Two Type Cylindrical Multitubular

Single or Double-ended Single

No. of Furnaces in each Two

Type of Furnaces Deighton Section

Date when Plan approved 25.7.28 & 11.8.28

Approved Working Pressure 180 lbs□"

Hydraulic Test Pressure 320 lbs□"

Date of Hydraulic Test 7.11.28.

„ when Safety Valves set 13.2.29.

Pressure at which Valves were set 180 lbs□"

Date of Accumulation Test 13.2.29.

Maximum Pressure under Accumulation Test 187 lbs.

System of Draught Howden Forced. Gases as follows

Can Boilers be worked separately? Yes.

Makers of Plates James Dunlop Glasgow  
with Resonance tested

„ Stay Bars "

„ Rivets Rivet Bolt & Nut Co.

„ Furnaces Deighton Section (a)

Greatest Internal Diam. of Boilers 10' 1 1/16

„ „ Length „ 10' 9 1/16

Square Feet of Heating Surface each Boiler 1068.43

„ „ Grate „ „ 32.34

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

Are the Safety Valves fitted with Easing Gear? Yes

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

„ Test Cocks „ 3 „ Salinometer Cocks 1

B.C. TEST.

N<sup>o</sup> 4631  
T.P. 320  
W.P. 180  
J.L.  
7.11.28

Boiler Test Mark.  
on both boilers



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

*Pillars  
direct*

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?

*Yes. Valves with double shut  
Sams as 5/8 Lachins doc  
5/8 Hannibal doc  
5/8 Wellen doc*

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

Diam. of Rivet Holes

Pitch

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

Are these Seams Hand or Machine riveted?

Diam. of Rivet Holes

Pitch

No. of Rows of Rivets in Back End Circumferential Seams

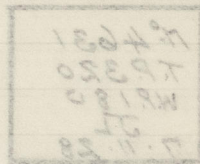
Are these Seams Hand or Machine Riveted?

Diam. of Rivet Holes

Pitch

Size of Manholes in Shell

Dimensions of Compensating Rings



*off S. L. Vels additional*

*"Same as Lachins doc"*



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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



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Diar. of Stays Approved Threads per Inch

" " in Boilers

Material "

Thickness of Front Tube Plates Approved

" " " " in Boilers

Pitch of Stay Tubes at Spaces between Stacks of Tubes

Thickness of Doublings in " " "

" Stay Tubes at " " "

Are Stay Tubes fitted with Nuts at Front End ?

Thickness of Back Tube Plates Approved

" " " in Boilers

Pitch of Stay Tubes in Back Tube Plates

" Plain "

Thickness of Stay Tubes

" Plain "

External Diar. of Tubes

Material "

Thickness of Furnace Plates Approved

" " " in Boilers

Smallest outside Diar. of Furnaces

Length between Tube Plates

Width of Combustion Chambers (Front to Back)

Thickness of " " Tops Approved

" " " " in Boilers

Pitch of Screwed Stays in C.O. Tops

Threads per Inch

Diar. of Stays Approved

" " in Boilers

Material "

Thickness of Combustion Chamber Sides Approved

" " " " in Boilers

Pitch of Screwed Stays in C.O. Sides

Threads per Inch

Approved

" " in Boilers

Material "

Thickness of Combustion Chamber Backs Approved

" " " in Boilers

Pitch of Screwed Stays in C.O. Backs

Threads per Inch

Approved

" " 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

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Diam. of Screwed Stays Approved Threads per Inch

" " " in Boilers

Material " "

Thickness of Combustion Chamber Sides Approved

" " " " in Boilers

Pitch of Screwed Stays in C.O. Sides

Diam. " " Approved Threads per Inch

" " " in Boilers

Material " "

Thickness of Combustion Chamber Backs Approved

" " " " in Boilers

Pitch of Screwed Stays in C.O. Backs

Diam. " " Approved Threads per Inch

" " " in Boilers

Material " "

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

Thickness of Combustion Chamber Bottoms

No. of Girders over each Wing Chamber

" " " Centre "

Depth and Thickness of Girders

Material of Girders

No. of Stays in each

No. of Tubes, each Boiler

Size of Lower Manholes

# VERTICAL DONKEY BOILERS

No. of Boilers  
Type  
Greatest Int. Diam.  
Height  
Height of Boiler Crown above Fire Grate  
Are Boiler Crowns Flat or Dished?  
Internal Radius of Dished Ends  
Description of Stays in Boiler Crowns  
Diam. of Stay Holes  
Pitch  
Height of Firebox Crown above Fire Grate  
Are Firebox Crowns Flat or Dished?  
External Radius of Dished Crowns  
Thickness of Plates  
Material  
Diam.  
No. of Crown Stays  
Internal Diam. of Firebox at Top  
Bottom  
Thickness of Plates  
No. of Water Tubes  
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?

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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		
Diar. of Rivet Holes	Pitch	Width of Overlap
Height of Firebox Crowns above Fire Grate		
Are Firebox Crowns Flat or Dished?		
External Radius of Dished Crowns		Thickness of Plates
No. of Crown Stays	Diar.	Material
External Diar. of Firebox at Top	Bottom	Thickness of Plates
No. of Water Tubes	Ext. Diar.	Thickness
Material of Water Tubes		
Size of Manhole in Shell		
Dimensions of Compensating Ring		
Heating Surface, each Boiler		Grate Surface

## SUPERHEATERS.

Description of Superheaters

Where situated?

Which Boilers are connected to Superheaters?

Can Superheaters be shut off while Boilers are working?

No. of Safety Valves on each Superheater

Diar.

Are " " fitted with Easing Gear?

Date of Hydraulic Test

Test Pressure

Date when Safety Valves set

Pressure on Valves

## MAIN STEAM PIPES.



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## MAIN STEAM PIPES.

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

## SUPERHEATERS

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

## FEED WATER FILTERS



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## SPARE GEAR. T21

No. of Top End Bolts.	No. of Bot. End Bolts.	No. of Cylinder Cover Studs.
2	2	
" Coupling Bolts 1 Set	" Main Bearing Bolts 2	" Valve Chest "
" Junk Ring Bolts 3	" Feed Pump Valves 1 Set	" Bilge Pump Valves
" 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 Main 1 aux
" Piston Rods	" Connecting Rods	" Valve Spindles
" Air Pump Rods	" Air Pump Buckets	" Air Pump Valves 2 Set
" Cir. "	" Cir. "	" Cir. " 1 Set
" Crank Shafts	" Crank Pin Bushes	" Crosshead Bushes
" Propeller Shafts	" Propellers	" Propeller Blades 2
" Boiler Tubes 3 Plain	" Condenser Tubes 3	" Condenser Ferrules 20

OTHER ARTICLES OF SPARE GEAR:—

1 Set - Feed donkey Valves.  
1 " Ballast "  
1 " Sanitary "  
1 CWT. of Bar.  
1 CWT. of Plate,  
1 CWT. Iron Various Sizes  
 & Sheet Metal







## ELECTRIC LIGHTING.

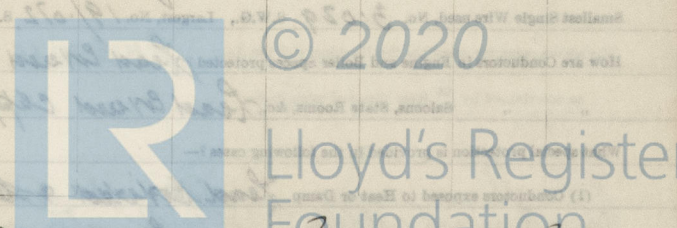
Installation Fitted by *Swan Hunter & W. R. Lister*  
 No. and Description of Dynamos *One Compound Wound.*  
 Makers of Dynamos *Sunderland Forge & Eng Co. Ltd*  
 Capacity " *91* Amperes, at *110* Volts, *380* Revols. per Min.  
 Current Alternating or Continuous *Continuous*  
 Single or Double Wire System *Double.*  
 Position of Dynamos *In engine room on lower platform*  
 " Main Switch Board *Near dynamo*  
 No. of Circuits to which Switches are provided on Main Switch Board *4*

## Particulars of these Circuits:—

Circuit.	Number of Lights.	Candle Power.	Current Required. Amps.	Size of Conductor.	Current Density.	Conductivity of Conductor.	Insulation Resistance per Mile.
Navigation	4	60	3	7/029	Rule.	98%	600
	2	30		7/029	"	"	"
For. accom.	19	30	14	7/044	"	"	"
	13	16 C.P.					
aft. accom.	19	30 W	19	7.044.	"	"	"
	26	16 C.P.					
Eng & Blk Rooms	13	30 W	5	7/029.	"	"	"
	3	16 C.P.					

Total No. of Lights *99* No. of Motors driving Fans, &c. *None* No. of Heaters *None*

Current required for Motors and Heaters *None*





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

*None*

Are Out-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits

*yes*

On Aux. " " each Auxiliary Circuit

*None*

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 Out-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. 19.072 S.W.G.

How are Conductors in Engine and Boiler Spaces protected?

*Lead covered & braided*

" " Saloons, State Rooms, &c.

*Lead covered clipped to structure*

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp

*Lead covered & braided*

(2) " " passing through Bunkers or Cargo Spaces

*Lead covered in Telegraph Casing*

(3) " " Deck Beams or Bulkheads

*Rubber lumps & W.T. Glands*

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

is unimpaired?

*None*

Are all Joints in accessible positions, none being made in Bunkers or Cargo Spaces?

*None*

Are all Hull Connections for Single-Wire Systems made with Screws of large Surface?

*None*

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?

*100,000 ohms.*

Ohms.

Is the Installation supplied with a Voltmeter?

*yes*

" " " "

an Ampere Meter

*yes*

Date of Trial of complete Installation

*28.3.29*

Duration of Trial

*8 hours.*

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

*yes*

*John Laurie*



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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.

## 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. Green King*  
Chief Surveyor.

Approved by the Committee for the Class of M.B.S.\* on the 12<sup>th</sup> June 1929

Fees advised

Fees paid

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.

*PHENICIA*

as ascertained by me from personal examination

*Chukunda*

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



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