

REPORT ON OIL ENGINE MACHINERY.

No. 10,047
10 OCT 1928

Received at London Office

Date of writing Report 19 When handed in at Local Office 8th Oct 1928 Port of Belfast
No. in Survey held at Belfast Date, First Survey 16th Nov. 1927 Last Survey 2nd Oct 1928
Reg. Book. Number of Visits 1044
3228 on the ^{Single} Twin ^{Triple} Screw vessel STEEL HIGHLAND MONARCH Tons { Gross 14450
Quadruple } Net
Built at Belfast By whom built Harland + Wolff Ltd. Yard No. 751 When built 1928
Engines made at Belfast By whom made Harland + Wolff Ltd. Engine No. 751 When made 1928
Donkey Boilers made at Lincoln By whom made Babcock + Wilcox Ltd. Boiler No. 4549 When made 1928
Brake Horse Power Owners Nelson Stevedoring Co. Ltd (N.M. Nelson Ltd. Mgrs) Port belonging to Belfast
Nom. Horse Power as per Rule 2190 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
Trade for which vessel is intended Ocean-going

II. ENGINES, &c.—Type of Engines Harland + Wolff - 3 cr. Type diesel 2 or 4 stroke cycle of Single or double acting double
Maximum pressure in cylinders 500 lb. Diameter of cylinders 680 mm. Length of stroke 1600 mm. No. of cylinders 16 No. of cranks 16
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 950 mm. Is there a bearing between each crank Yes
Revolutions per minute 105 Flywheel dia. 2.49 metres Weight 2.74 tons Means of ignition Compression Kind of fuel used diesel oil
Crank Shaft, dia. of journals as per Rule approved. Crank pin dia. 515 mm. Crank Webs Mid. length breadth 834 mm. Thickness parallel to axis 300 mm.
as fitted 515 mm. bored 134 mm. Mid. length thickness 300 mm. Thickness around eye-hole 234.5 mm.
END OF THRUST Flywheel Shaft, diameter as per Rule 20.27" Intermediate Shafts, diameter as per Rule 16.4" Thrust Shaft, diameter at collars as per Rule 17.25"
as fitted 20.16" as fitted 16.34" as fitted 18.2"
Tube Shaft, diameter as per Rule 17.85" Is the tube shaft fitted with a continuous liner Yes
as fitted 18.2" as fitted 18.2"
Bronze Liners, thickness in way of bushes as per Rule 27" Thickness between bushes as per Rule 5" Is the after-end of the liner made watertight in the
as fitted 15" as fitted 5" as fitted 32"
propeller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive
If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after
end of the tube shaft No Length of Bearing in Stern Bush next to and supporting propeller 83"
Propeller, dia. 17'-6" Pitch 17'-6" No. of blades 3 Material MANG. BR. whether Moveable Yes Total Developed Surface 84 sq. feet
Method of reversing Engines DIRECT-acting ENGINE Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication
forces Thickness of cylinder liners 48 mm. Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
non-conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine 6 funnel
Cooling Water Pumps, No. 4 Vert. Centrif. 8" bore Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Bilge Pumps worked from the Main Engines, No. — Diameter — Stroke — Can one be overhauled while the other is at work —
Pumps connected to the Main Bilge Line { No. and Size Three 120 tons/hr.
How driven Electric motor
Ballast Pumps, No. and size One 7" bore 250 tons/hr. Lubricating Oil Pumps, including Spare Pump, No. and size 4- 160 tons/hr.
Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
Pumps, No. and size:—In Machinery Spaces 2- 3½" 4- 2½" Forward Tunnel 3- 2½" After Tunnel 3- 3½"
Holds, &c. No. 1 Hold 2- 3½" No. 2 Hold 2- 3½" No. 3 Hold 2- 3½" No. 4 Hold 2- 3½" No. 5 Hold 2- 3½" No. 6 Hold 2- 3½" No. 7 Hold 2- 3½" No. 8 Hold 2- 3½" No. 9 Hold 2- 3½" No. 10 Hold 2- 3½" No. 11 Hold 2- 3½" No. 12 Hold 2- 3½" No. 13 Hold 2- 3½" No. 14 Hold 2- 3½" No. 15 Hold 2- 3½" No. 16 Hold 2- 3½" No. 17 Hold 2- 3½" No. 18 Hold 2- 3½" No. 19 Hold 2- 3½" No. 20 Hold 2- 3½" No. 21 Hold 2- 3½" No. 22 Hold 2- 3½" No. 23 Hold 2- 3½" No. 24 Hold 2- 3½" No. 25 Hold 2- 3½" No. 26 Hold 2- 3½" No. 27 Hold 2- 3½" No. 28 Hold 2- 3½" No. 29 Hold 2- 3½" No. 30 Hold 2- 3½" No. 31 Hold 2- 3½" No. 32 Hold 2- 3½" No. 33 Hold 2- 3½" No. 34 Hold 2- 3½" No. 35 Hold 2- 3½" No. 36 Hold 2- 3½" No. 37 Hold 2- 3½" No. 38 Hold 2- 3½" No. 39 Hold 2- 3½" No. 40 Hold 2- 3½" No. 41 Hold 2- 3½" No. 42 Hold 2- 3½" No. 43 Hold 2- 3½" No. 44 Hold 2- 3½" No. 45 Hold 2- 3½" No. 46 Hold 2- 3½" No. 47 Hold 2- 3½" No. 48 Hold 2- 3½" No. 49 Hold 2- 3½" No. 50 Hold 2- 3½" No. 51 Hold 2- 3½" No. 52 Hold 2- 3½" No. 53 Hold 2- 3½" No. 54 Hold 2- 3½" No. 55 Hold 2- 3½" No. 56 Hold 2- 3½" No. 57 Hold 2- 3½" No. 58 Hold 2- 3½" No. 59 Hold 2- 3½" No. 60 Hold 2- 3½" No. 61 Hold 2- 3½" No. 62 Hold 2- 3½" No. 63 Hold 2- 3½" No. 64 Hold 2- 3½" No. 65 Hold 2- 3½" No. 66 Hold 2- 3½" No. 67 Hold 2- 3½" No. 68 Hold 2- 3½" No. 69 Hold 2- 3½" No. 70 Hold 2- 3½" No. 71 Hold 2- 3½" No. 72 Hold 2- 3½" No. 73 Hold 2- 3½" No. 74 Hold 2- 3½" No. 75 Hold 2- 3½" No. 76 Hold 2- 3½" No. 77 Hold 2- 3½" No. 78 Hold 2- 3½" No. 79 Hold 2- 3½" No. 80 Hold 2- 3½" No. 81 Hold 2- 3½" No. 82 Hold 2- 3½" No. 83 Hold 2- 3½" No. 84 Hold 2- 3½" No. 85 Hold 2- 3½" No. 86 Hold 2- 3½" No. 87 Hold 2- 3½" No. 88 Hold 2- 3½" No. 89 Hold 2- 3½" No. 90 Hold 2- 3½" No. 91 Hold 2- 3½" No. 92 Hold 2- 3½" No. 93 Hold 2- 3½" No. 94 Hold 2- 3½" No. 95 Hold 2- 3½" No. 96 Hold 2- 3½" No. 97 Hold 2- 3½" No. 98 Hold 2- 3½" No. 99 Hold 2- 3½" No. 100 Hold 2- 3½" No. 101 Hold 2- 3½" No. 102 Hold 2- 3½" No. 103 Hold 2- 3½" No. 104 Hold 2- 3½" No. 105 Hold 2- 3½" No. 106 Hold 2- 3½" No. 107 Hold 2- 3½" No. 108 Hold 2- 3½" No. 109 Hold 2- 3½" No. 110 Hold 2- 3½" No. 111 Hold 2- 3½" No. 112 Hold 2- 3½" No. 113 Hold 2- 3½" No. 114 Hold 2- 3½" No. 115 Hold 2- 3½" No. 116 Hold 2- 3½" No. 117 Hold 2- 3½" No. 118 Hold 2- 3½" No. 119 Hold 2- 3½" No. 120 Hold 2- 3½" No. 121 Hold 2- 3½" No. 122 Hold 2- 3½" No. 123 Hold 2- 3½" No. 124 Hold 2- 3½" No. 125 Hold 2- 3½" No. 126 Hold 2- 3½" No. 127 Hold 2- 3½" No. 128 Hold 2- 3½" No. 129 Hold 2- 3½" No. 130 Hold 2- 3½" No. 131 Hold 2- 3½" No. 132 Hold 2- 3½" No. 133 Hold 2- 3½" No. 134 Hold 2- 3½" No. 135 Hold 2- 3½" No. 136 Hold 2- 3½" No. 137 Hold 2- 3½" No. 138 Hold 2- 3½" No. 139 Hold 2- 3½" No. 140 Hold 2- 3½" No. 141 Hold 2- 3½" No. 142 Hold 2- 3½" No. 143 Hold 2- 3½" No. 144 Hold 2- 3½" No. 145 Hold 2- 3½" No. 146 Hold 2- 3½" No. 147 Hold 2- 3½" No. 148 Hold 2- 3½" No. 149 Hold 2- 3½" No. 150 Hold 2- 3½" No. 151 Hold 2- 3½" No. 152 Hold 2- 3½" No. 153 Hold 2- 3½" No. 154 Hold 2- 3½" No. 155 Hold 2- 3½" No. 156 Hold 2- 3½" No. 157 Hold 2- 3½" No. 158 Hold 2- 3½" No. 159 Hold 2- 3½" No. 160 Hold 2- 3½" No. 161 Hold 2- 3½" No. 162 Hold 2- 3½" No. 163 Hold 2- 3½" No. 164 Hold 2- 3½" No. 165 Hold 2- 3½" No. 166 Hold 2- 3½" No. 167 Hold 2- 3½" No. 168 Hold 2- 3½" No. 169 Hold 2- 3½" No. 170 Hold 2- 3½" No. 171 Hold 2- 3½" No. 172 Hold 2- 3½" No. 173 Hold 2- 3½" No. 174 Hold 2- 3½" No. 175 Hold 2- 3½" No. 176 Hold 2- 3½" No. 177 Hold 2- 3½" No. 178 Hold 2- 3½" No. 179 Hold 2- 3½" No. 180 Hold 2- 3½" No. 181 Hold 2- 3½" No. 182 Hold 2- 3½" No. 183 Hold 2- 3½" No. 184 Hold 2- 3½" No. 185 Hold 2- 3½" No. 186 Hold 2- 3½" No. 187 Hold 2- 3½" No. 188 Hold 2- 3½" No. 189 Hold 2- 3½" No. 190 Hold 2- 3½" No. 191 Hold 2- 3½" No. 192 Hold 2- 3½" No. 193 Hold 2- 3½" No. 194 Hold 2- 3½" No. 195 Hold 2- 3½" No. 196 Hold 2- 3½" No. 197 Hold 2- 3½" No. 198 Hold 2- 3½" No. 199 Hold 2- 3½" No. 200 Hold 2- 3½" No. 201 Hold 2- 3½" No. 202 Hold 2- 3½" No. 203 Hold 2- 3½" No. 204 Hold 2- 3½" No. 205 Hold 2- 3½" No. 206 Hold 2- 3½" No. 207 Hold 2- 3½" No. 208 Hold 2- 3½" No. 209 Hold 2- 3½" No. 210 Hold 2- 3½" No. 211 Hold 2- 3½" No. 212 Hold 2- 3½" No. 213 Hold 2- 3½" No. 214 Hold 2- 3½" No. 215 Hold 2- 3½" No. 216 Hold 2- 3½" No. 217 Hold 2- 3½" No. 218 Hold 2- 3½" No. 219 Hold 2- 3½" No. 220 Hold 2- 3½" No. 221 Hold 2- 3½" No. 222 Hold 2- 3½" No. 223 Hold 2- 3½" No. 224 Hold 2- 3½" No. 225 Hold 2- 3½" No. 226 Hold 2- 3½" No. 227 Hold 2- 3½" No. 228 Hold 2- 3½" No. 229 Hold 2- 3½" No. 230 Hold 2- 3½" No. 231 Hold 2- 3½" No. 232 Hold 2- 3½" No. 233 Hold 2- 3½" No. 234 Hold 2- 3½" No. 235 Hold 2- 3½" No. 236 Hold 2- 3½" No. 237 Hold 2- 3½" No. 238 Hold 2- 3½" No. 239 Hold 2- 3½" No. 240 Hold 2- 3½" No. 241 Hold 2- 3½" No. 242 Hold 2- 3½" No. 243 Hold 2- 3½" No. 244 Hold 2- 3½" No. 245 Hold 2- 3½" No. 246 Hold 2- 3½" No. 247 Hold 2- 3½" No. 248 Hold 2- 3½" No. 249 Hold 2- 3½" No. 250 Hold 2- 3½" No. 251 Hold 2- 3½" No. 252 Hold 2- 3½" No. 253 Hold 2- 3½" No. 254 Hold 2- 3½" No. 255 Hold 2- 3½" No. 256 Hold 2- 3½" No. 257 Hold 2- 3½" No. 258 Hold 2- 3½" No. 259 Hold 2- 3½" No. 260 Hold 2- 3½" No. 261 Hold 2- 3½" No. 262 Hold 2- 3½" No. 263 Hold 2- 3½" No. 264 Hold 2- 3½" No. 265 Hold 2- 3½" No. 266 Hold 2- 3½" No. 267 Hold 2- 3½" No. 268 Hold 2- 3½" No. 269 Hold 2- 3½" No. 270 Hold 2- 3½" No. 271 Hold 2- 3½" No. 272 Hold 2- 3½" No. 273 Hold 2- 3½" No. 274 Hold 2- 3½" No. 275 Hold 2- 3½" No. 276 Hold 2- 3½" No. 277 Hold 2- 3½" No. 278 Hold 2- 3½" No. 279 Hold 2- 3½" No. 280 Hold 2- 3½" No. 281 Hold 2- 3½" No. 282 Hold 2- 3½" No. 283 Hold 2- 3½" No. 284 Hold 2- 3½" No. 285 Hold 2- 3½" No. 286 Hold 2- 3½" No. 287 Hold 2- 3½" No. 288 Hold 2- 3½" No. 289 Hold 2- 3½" No. 290 Hold 2- 3½" No. 291 Hold 2- 3½" No. 292 Hold 2- 3½" No. 293 Hold 2- 3½" No. 294 Hold 2- 3½" No. 295 Hold 2- 3½" No. 296 Hold 2- 3½" No. 297 Hold 2- 3½" No. 298 Hold 2- 3½" No. 299 Hold 2- 3½" No. 300 Hold 2- 3½" No. 301 Hold 2- 3½" No. 302 Hold 2- 3½" No. 303 Hold 2- 3½" No. 304 Hold 2- 3½" No. 305 Hold 2- 3½" No. 306 Hold 2- 3½" No. 307 Hold 2- 3½" No. 308 Hold 2- 3½" No. 309 Hold 2- 3½" No. 310 Hold 2- 3½" No. 311 Hold 2- 3½" No. 312 Hold 2- 3½" No. 313 Hold 2- 3½" No. 314 Hold 2- 3½" No. 315 Hold 2- 3½" No. 316 Hold 2- 3½" No. 317 Hold 2- 3½" No. 318 Hold 2- 3½" No. 319 Hold 2- 3½" No. 320 Hold 2- 3½" No. 321 Hold 2- 3½" No. 322 Hold 2- 3½" No. 323 Hold 2- 3½" No. 324 Hold 2- 3½" No. 325 Hold 2- 3½" No. 326 Hold 2- 3½" No. 327 Hold 2- 3½" No. 328 Hold 2- 3½" No. 329 Hold 2- 3½" No. 330 Hold 2- 3½" No. 331 Hold 2- 3½" No. 332 Hold 2- 3½" No. 333 Hold 2- 3½" No. 334 Hold 2- 3½" No. 335 Hold 2- 3½" No. 336 Hold 2- 3½" No. 337 Hold 2- 3½" No. 338 Hold 2- 3½" No. 339 Hold 2- 3½" No. 340 Hold 2- 3½" No. 341 Hold 2- 3½" No. 342 Hold 2- 3½" No. 343 Hold 2- 3½" No. 344 Hold 2- 3½" No. 345 Hold 2- 3½" No. 346 Hold 2- 3½" No. 347 Hold 2- 3½" No. 348 Hold 2- 3½" No. 349 Hold 2- 3½" No. 350 Hold 2- 3½" No. 351 Hold 2- 3½" No. 352 Hold 2- 3½" No. 353 Hold 2- 3½" No. 354 Hold 2- 3½" No. 355 Hold 2- 3½" No. 356 Hold 2- 3½" No. 357 Hold 2- 3½" No. 358 Hold 2- 3½" No. 359 Hold 2- 3½" No. 360 Hold 2- 3½" No. 361 Hold 2- 3½" No. 362 Hold 2- 3½" No. 363 Hold 2- 3½" No. 364 Hold 2- 3½" No. 365 Hold 2- 3½" No. 366 Hold 2- 3½" No. 367 Hold 2- 3½" No. 368 Hold 2- 3½" No. 369 Hold 2- 3½" No. 370 Hold 2- 3½" No. 371 Hold 2- 3½" No. 372 Hold 2- 3½" No. 373 Hold 2- 3½" No. 374 Hold 2- 3½" No. 375 Hold 2- 3½" No. 376 Hold 2- 3½" No. 377 Hold 2- 3½" No. 378 Hold 2- 3½" No. 379 Hold 2- 3½" No. 380 Hold 2- 3½" No. 381 Hold 2- 3½" No. 382 Hold 2- 3½" No. 383 Hold 2- 3½" No. 384 Hold 2- 3½" No. 385 Hold 2- 3½" No. 386 Hold 2- 3½" No. 387 Hold 2- 3½" No. 388 Hold 2- 3½" No. 389 Hold 2- 3½" No. 390 Hold 2- 3½" No. 391 Hold 2- 3½" No. 392 Hold 2- 3½" No. 393 Hold 2- 3½" No. 394 Hold 2- 3½" No. 395 Hold 2- 3½" No. 396 Hold 2- 3½" No. 397 Hold 2- 3½" No. 398 Hold 2- 3½" No. 399 Hold 2- 3½" No. 400 Hold 2- 3½" No. 401 Hold 2- 3½" No. 402 Hold 2- 3½" No. 403 Hold 2- 3½" No. 404 Hold 2- 3½" No. 405 Hold 2- 3½" No. 406 Hold 2- 3½" No. 407 Hold 2- 3½" No. 408 Hold 2- 3½" No. 409 Hold 2- 3½" No. 410 Hold 2- 3½" No. 411 Hold 2- 3½" No. 412 Hold 2- 3½" No. 413 Hold 2- 3½" No. 414 Hold 2- 3½" No. 415 Hold 2- 3½" No. 416 Hold 2- 3½" No. 417 Hold 2- 3½" No. 418 Hold 2- 3½" No. 419 Hold 2- 3½" No. 420 Hold 2- 3½" No. 421 Hold 2- 3½" No. 422 Hold 2- 3½" No. 423 Hold 2- 3½" No. 424 Hold 2- 3½" No. 425 Hold 2- 3½" No. 426 Hold 2- 3½" No. 427 Hold 2- 3½" No. 428 Hold 2- 3½" No. 429 Hold 2- 3½" No. 430 Hold 2- 3½" No. 431 Hold 2- 3½" No. 432 Hold 2- 3½" No. 433 Hold 2- 3½" No. 434 Hold 2- 3½" No. 435 Hold 2- 3½" No. 436 Hold 2- 3½" No. 437 Hold 2- 3½" No. 438 Hold 2- 3½" No. 439 Hold 2- 3½" No. 440 Hold 2- 3½" No. 441 Hold 2- 3½" No. 442 Hold 2- 3½" No. 443 Hold 2- 3½" No. 444 Hold 2- 3½" No. 445 Hold 2- 3½" No. 446 Hold 2- 3½" No. 447 Hold 2- 3½" No. 448 Hold 2- 3½" No. 449 Hold 2- 3½" No. 450 Hold 2- 3½" No. 451 Hold 2- 3½" No. 452 Hold 2- 3½" No. 453 Hold 2- 3½" No. 454 Hold 2- 3½" No. 455 Hold 2- 3½" No. 456 Hold 2- 3½" No. 457 Hold 2- 3½" No. 458 Hold 2- 3½" No. 459 Hold 2- 3½" No. 460 Hold 2- 3½" No. 461 Hold 2- 3½" No. 462 Hold 2- 3½" No. 463 Hold 2- 3½" No. 464 Hold 2- 3½" No. 465 Hold 2- 3½" No. 466 Hold 2- 3½" No. 467 Hold 2- 3½" No. 468 Hold 2- 3½" No. 469 Hold 2- 3½" No. 470 Hold 2- 3½" No. 471 Hold 2- 3½" No. 472 Hold 2- 3½" No. 473 Hold 2- 3½" No. 474 Hold 2- 3½" No. 475 Hold 2- 3½" No. 476 Hold 2- 3½" No. 477 Hold 2- 3½" No. 478 Hold 2- 3½" No. 479 Hold 2- 3½" No. 480 Hold 2- 3½" No. 481 Hold 2- 3½" No. 482 Hold 2- 3½" No. 483 Hold 2- 3½" No. 484 Hold 2- 3½" No. 485 Hold 2- 3½" No. 486 Hold 2- 3½" No. 487 Hold 2- 3½" No. 488 Hold 2- 3½" No. 489 Hold 2- 3½" No. 490 Hold 2- 3½" No. 491 Hold 2- 3½" No. 492 Hold 2- 3½" No. 493 Hold 2- 3½" No. 494 Hold 2- 3½" No. 495 Hold 2- 3½" No. 496 Hold 2- 3½" No. 497 Hold 2- 3½" No. 498 Hold 2- 3½" No. 499 Hold 2- 3½" No. 500 Hold 2- 3½" No. 501 Hold 2- 3½" No. 502 Hold 2- 3½" No. 503 Hold 2- 3½" No. 504 Hold 2- 3½" No. 505 Hold 2- 3½" No. 506 Hold 2- 3½" No. 507 Hold 2- 3½" No. 508 Hold 2- 3½" No. 509 Hold 2- 3½" No. 510 Hold 2- 3½" No. 511 Hold 2- 3½" No. 512 Hold 2- 3½" No. 513 Hold 2- 3½" No. 514 Hold 2- 3½" No. 515 Hold 2- 3½" No. 516 Hold 2- 3½" No. 517 Hold 2- 3½" No. 518 Hold 2- 3½" No. 519 Hold 2- 3½" No. 520 Hold 2- 3½" No. 521 Hold 2- 3½" No. 522 Hold 2- 3½" No. 523 Hold 2- 3½" No. 524 Hold 2- 3½" No. 525 Hold 2- 3½" No. 526 Hold 2- 3½" No. 527 Hold 2- 3½" No. 528 Hold 2- 3½" No. 529 Hold 2- 3½" No. 530 Hold 2- 3½" No. 531 Hold 2- 3½" No. 532 Hold 2- 3½" No. 533 Hold 2- 3½" No. 534 Hold 2- 3½" No. 535 Hold 2- 3½" No. 536 Hold 2- 3½" No. 537 Hold 2- 3½" No. 538 Hold 2- 3½" No. 539 Hold 2- 3½" No. 540 Hold 2- 3½" No. 541 Hold 2- 3½" No. 542 Hold 2- 3½" No. 543 Hold 2- 3½" No. 544 Hold 2- 3½" No. 545 Hold 2- 3½" No. 546 Hold 2- 3½" No. 547 Hold 2- 3½" No. 548 Hold 2- 3½" No. 549 Hold 2- 3½" No. 550 Hold 2- 3½" No. 551 Hold 2- 3½" No. 552 Hold 2- 3½" No. 553 Hold 2- 3½" No. 554 Hold 2- 3½" No. 555 Hold 2- 3½" No. 556 Hold 2- 3½" No. 557 Hold 2- 3½" No. 558 Hold 2- 3½" No. 559 Hold 2- 3½" No. 560 Hold 2- 3½" No. 561 Hold 2- 3½" No. 562 Hold 2- 3½" No. 563 Hold 2- 3½" No. 564 Hold 2- 3½" No. 565 Hold 2- 3½" No. 566 Hold 2- 3½" No. 567 Hold 2- 3½" No. 568 Hold 2- 3½" No. 569 Hold 2- 3½" No. 570 Hold 2- 3½" No. 571 Hold 2- 3½" No. 572 Hold 2- 3½" No. 573 Hold 2- 3½" No. 574 Hold 2- 3½" No. 575 Hold 2- 3½" No. 576 Hold 2- 3½" No. 577 Hold 2- 3½" No. 578 Hold 2- 3½" No. 579 Hold 2- 3½" No. 580 Hold 2- 3½" No. 581 Hold 2- 3½" No. 582 Hold 2- 3½" No. 583 Hold 2- 3½" No. 584 Hold 2- 3½" No. 585 Hold 2- 3½" No. 586 Hold 2- 3½" No. 587 Hold 2- 3½" No. 588 Hold 2- 3½" No. 589 Hold 2- 3½" No. 590 Hold 2- 3½" No. 591 Hold 2- 3½" No. 592 Hold 2- 3½" No. 593 Hold 2- 3½" No. 594 Hold 2- 3½" No. 595 Hold 2- 3½" No. 596 Hold 2- 3½" No. 597 Hold 2- 3½" No. 598 Hold 2- 3½" No. 599 Hold 2- 3½" No. 600 Hold 2- 3½" No. 601 Hold 2- 3½" No. 602 Hold 2- 3½" No. 603 Hold 2- 3½" No. 604 Hold 2- 3½" No. 605 Hold 2- 3½" No. 606 Hold 2- 3½" No. 607 Hold 2- 3½" No. 608 Hold 2- 3½" No. 609 Hold 2- 3½" No. 610 Hold 2- 3½" No. 611 Hold 2- 3½" No. 612 Hold 2- 3½" No. 613 Hold 2- 3½" No. 614 Hold 2- 3½" No. 615 Hold 2- 3½" No. 616 Hold 2- 3½" No. 617 Hold 2- 3½" No. 618 Hold 2- 3½" No. 619 Hold 2- 3½" No. 620 Hold 2- 3½" No. 621 Hold 2- 3½" No. 622 Hold 2- 3½" No. 623 Hold 2- 3½" No. 624 Hold 2- 3½" No. 625 Hold 2- 3½" No. 626 Hold 2- 3½" No. 627 Hold 2- 3½" No. 628 Hold 2- 3½" No. 629 Hold 2- 3½" No. 630 Hold 2- 3½" No. 631 Hold 2- 3½" No. 632 Hold 2- 3½" No. 633 Hold 2- 3½" No. 634 Hold 2- 3½" No. 635 Hold 2- 3½" No. 636 Hold 2- 3½" No. 637 Hold 2- 3½" No. 638 Hold 2- 3½" No. 639 Hold 2- 3½" No. 640 Hold 2- 3½" No. 641 Hold 2- 3½" No. 642 Hold 2- 3½" No. 643 Hold 2- 3½" No. 644 Hold 2- 3½" No. 645 Hold 2- 3½" No. 646 Hold 2- 3½" No. 647 Hold 2- 3½" No. 648 Hold 2- 3½" No. 649 Hold 2- 3½" No. 650 Hold 2- 3½" No. 651 Hold 2- 3½" No. 652 Hold 2- 3½" No. 653 Hold 2- 3½" No. 654 Hold 2- 3½" No. 655 Hold 2- 3½" No. 656 Hold 2- 3½" No. 657 Hold 2- 3½" No. 658 Hold 2- 3½" No. 659 Hold 2- 3½" No. 660 Hold 2- 3½" No. 661 Hold 2- 3½" No. 662 Hold 2- 3½" No. 663 Hold 2- 3½" No. 664 Hold 2- 3½" No. 665 Hold 2- 3½" No. 666 Hold 2- 3½" No. 667 Hold 2- 3½" No. 668 Hold 2- 3½" No. 669 Hold 2- 3½" No. 670 Hold 2- 3½" No. 671 Hold 2- 3½" No. 672 Hold 2- 3½" No. 673 Hold 2- 3½" No. 674 Hold 2- 3½" No. 675 Hold 2- 3½" No. 676 Hold 2- 3½" No. 677 Hold 2- 3½" No. 678 Hold 2- 3½" No. 679 Hold 2- 3½" No. 680 Hold 2- 3½" No. 681 Hold 2- 3½" No. 682 Hold 2- 3½" No. 683 Hold 2- 3½" No. 684 Hold 2- 3½" No. 685 Hold 2- 3½" No. 686 Hold 2- 3½" No. 687 Hold 2- 3½" No. 688 Hold 2- 3½" No. 689 Hold 2- 3½" No. 690 Hold 2- 3½" No. 691 Hold 2- 3½" No. 692 Hold 2- 3½" No. 693 Hold 2- 3½" No. 694 Hold 2- 3½" No. 695 Hold 2- 3½" No. 696 Hold 2- 3½" No. 697 Hold 2- 3½" No. 698 Hold 2- 3½" No. 699 Hold 2- 3½" No. 700 Hold 2- 3½" No. 701 Hold 2- 3½" No. 702 Hold 2- 3½" No. 703 Hold 2- 3½" No. 704 Hold 2- 3½" No. 705 Hold 2- 3½" No. 706 Hold 2- 3½" No. 707 Hold 2- 3½" No. 708 Hold 2- 3½" No. 709 Hold 2- 3½" No. 710 Hold 2- 3½" No. 711 Hold 2- 3½" No. 712 Hold 2- 3½" No. 713 Hold 2- 3½" No. 714 Hold 2- 3½" No. 715 Hold 2- 3½" No. 716 Hold 2- 3½" No. 717 Hold 2- 3½" No. 718 Hold 2- 3½" No. 719 Hold 2- 3½" No. 720 Hold 2- 3½" No. 721 Hold 2- 3½" No. 722 Hold 2- 3½" No. 723 Hold 2- 3½" No. 724 Hold 2- 3½" No. 725 Hold 2- 3½" No. 726 Hold 2- 3½" No. 727 Hold 2- 3½" No. 728 Hold 2- 3½" No. 729 Hold 2- 3½" No. 730 Hold 2- 3½" No. 731 Hold 2- 3½" No. 732 Hold 2- 3½" No. 733 Hold 2- 3½" No. 734 Hold 2- 3½" No. 735 Hold 2- 3½" No. 736 Hold 2- 3½" No. 737 Hold 2- 3½" No. 738 Hold 2- 3½" No. 739 Hold 2- 3½" No. 740 Hold 2- 3½" No. 741 Hold 2- 3½" No. 742 Hold 2- 3½" No. 743 Hold 2- 3½" No. 744 Hold 2- 3½" No. 745 Hold 2- 3½" No. 746 Hold 2- 3½" No. 747 Hold 2- 3½" No. 748 Hold 2- 3½" No. 749 Hold 2- 3½" No. 750 Hold 2- 3½" No. 751 Hold 2- 3½" No. 752 Hold 2- 3½" No. 753 Hold 2- 3½" No. 754 Hold 2- 3½" No. 755 Hold 2- 3½" No. 756 Hold 2- 3½" No. 757 Hold 2- 3½" No. 758 Hold 2- 3½" No. 759 Hold 2- 3½" No. 760 Hold 2- 3½" No. 761 Hold 2- 3½" No. 762 Hold 2- 3½" No. 763 Hold 2- 3½" No. 764 Hold 2- 3½" No. 765 Hold 2- 3½" No. 766 Hold 2- 3½" No. 767 Hold 2- 3½" No. 768 Hold 2- 3½" No. 769 Hold 2- 3½" No. 770 Hold 2- 3½" No. 771 Hold 2- 3½" No. 772 Hold 2- 3½" No. 773 Hold 2- 3½" No. 774 Hold 2- 3½" No. 775 Hold 2- 3½" No. 776 Hold 2- 3½" No. 777 Hold 2- 3½" No. 778 Hold 2- 3½" No. 779 Hold 2- 3½" No. 780 Hold 2- 3½" No. 781 Hold 2- 3½" No. 782 Hold 2- 3½" No. 783 Hold 2- 3½" No. 784 Hold 2- 3½" No. 785 Hold 2- 3½" No. 786 Hold 2- 3½" No. 787 Hold 2- 3½" No. 788 Hold 2- 3½" No. 789 Hold 2- 3½" No. 790 Hold

IS A DONKEY BOILER FITTED?

Yes

If so, is a report now forwarded?

Yes

PLANS. Are approved plans forwarded herewith for Shafting..... 22. 2. 27
(If not, state date of approval)

Receivers 11.5.27

Separate Tanks 26.9.27 9.2.28

Donkey Boilers (WASTE HEAT)

6.2.28. General Pumping Arrangements 3. 4. 28

Oil Fuel Burning Arrangements..... 14. 8. 28.

SPARE GEAR See Attached list. In excess of rule requirements.

The foregoing is a correct description,
FULLER HARLAND AND WOLFE, LIMITED,

7 E. Cobbleck

Manufacturer.

		1927												1928																													
Dates of Survey while building	During progress of work in shops--	Nov 16	21	29	30	Dec 6	7	9	14	15	19	22	Jan 2	3	4	6	11	16	18	25	25	26	27	30	Feb 2	3	6																
	During erection on board vessel--	14	15	22	23	24	Mar 1	2	5	6	7	8	12	13	14	16	19	21	22	23	26	27	28	29	30	9																	
	Total No. of visits	23	24	26	27	30	Aug 3	7	8	10	15	16	21	22	23	27	28	31	May 1	2	3	4	5	7	8	9	10	11	14	17	18	19	20	21	22	23	24	25	26	27	28	29	30
		21. 22. 24. 25. 26. 27. 28												14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																													

Dates of Examination of principal parts—Cylinders 14. 6. 28 Covers 6ⁱⁿ max. to 6ⁱⁿ min. 1928 Pistons 29. 3. 28 15. 5. 28 Rods 20. 4. 14 14ⁱⁿ max. 1928 Connecting rods 14ⁱⁿ max. to 4ⁱⁿ min.

Crank shaft 5:3:28 4:1:5:28 Flywheel shaft ✓ Thrust shaft 4:6:28 9:5:28 Intermediate shafts 13: 4:28 4:26:4:28 Tube shaft ✓

23: 4: 28
Screw shaft ~~6: 3: 28~~ 11: 6: 28 Propeller 11: 4: 28 Stern tube 23: 4: 28 Engine seatings 24: 5: 28 Engines holding down bolts 6. 9. 28

Completion of fitting sea connections 1. 5. 28 Completion of pumping arrangements 14. 9. 28 Engines tried under working conditions 14. 9. 28

Crank shaft, Material S.M. 140T STEEL Identification Mark 231 & 223 RLA Flywheel shaft, Material ✓ Identification Mark 220b: 2076: 2078:

Thrust shaft, Material S.M. / NGOT STEEL Identification Mark 2054 & 2068 R.L.A. Intermediate shafts, Material S.M. / NGOT STEEL Identification Marks 2068: 2097: 2103: 11
2215 R.L.A.

Tube shaft, Material ☒ Identification Mark ☒ Screw shaft, Material S.M. INCOY STEEL Identification Mark 2054:1993:22

Is the flash point of the oil to be used over 150° F. Yes

Is this machinery duplicate of a previous case No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under special survey. The workmanship and materials are sound and good. The main and auxiliary engines have been tried out under working conditions on land and sea trials with satisfactory results. In my opinion the vessel is now eligible for notation in the Society's Register book. \div L.M.C. 10.28 C.L. waste heat boiler pressure 100 lbs.

FITTED FOR OIL FUEL 10.28 F.P. ABOVE 150°F.

The amount of Entry Fee ... £ 6 : 0 : When applied for,

Special £ 154 : 15 : 8- Oct 1928

AIR RESERVOIRS
Donkey Boiler Fee ... £ 16 : 16 : { When received,

Travelling Expenses (if any) £ — : — 12.10.19

Committee's Minute

Assigned

TUE. 16 OCT 1928
+ LMC 10.28
Oil Engines

Spec Amers

Engineer Surveyor to Lloyd's Register of Shipping.

© 2020

Lloyd's Register
Foundation