

No. 1831



THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 2123 No. in Register Book 3448

" HAMILTON "

S.S. DEEPWATER

Makers of Engines Smiths Dock Co. Ltd.

Works No. 313

Makers of Main Boilers North Eastern Marine Eng. Co. Ltd.

Works No. 2659

Makers of Donkey Boiler ✓

Works No. ✓

MACHINERY.



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No.

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. No. in Register Book

Received at Head Office

9th November 1928

Surveyor's Report on the Petrol Engines, Boilers, and Auxiliary
Machinery of the ~~Single Triple~~ ^{Single Triple} Screw Steamers
~~Twin Quadruple~~ "Deepwater".

Official No. 147797

Port of Registry Middlesbrough.

Registered Owners

Water Transport Co. Ltd.

Engines Built by

Sunderland Dock Co. Ltd.

at

South, Breaker - Lps.

Main Boilers Built by

North Eastern Marine Eng'g Co. Ltd.

at

Sunderland.

Donkey " "

at

Date of Completion

3-28

First Visit

7-12-27

Last Visit

6-3-28

Total Visits 40

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| Works No. | No. of Sets | Description |
|-----------|-------------|--------------------------------|
| 313 | 1 | Tripto expansion CC. 3erkes |

| | | | |
|----------------------------------|-------------|---------------|-----|
| No. of Cylinders each Engine | 3 | No. of Cranks | 3 |
| Diars. of Cylinders | 16"-26"-44" | Stroke | 33" |
| Cubic feet in each L.P. Cylinder | 29.63 | | |

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

“ “ “ each Receiver ?

Type of H.P. Valves, *Piston Valve*

1st I.P. " D valve

„ 2nd I.P. „

" L.P. " D valve

Valve Gear *Stephenson's*

Condenser Surface

Cooling Surface 1200 sq. ft.

Diameter of Piston Rods (plain part) $4\frac{1}{2}$

Screwed part (bottom of thread) 3.037"

Material " Mild Steel

Diar. of Connecting Rods (smallest part) $4\frac{3}{8}$

Material *M. Steel*

„ Crosshead Gudgeons $4\frac{1}{2}$ Length of Bearing $4\frac{1}{2}$ Material M. steel

No. of Crosshead Bolts (each) 4 Diam. over Thrd. $1\frac{1}{8}$ Thrds. per inch 7 Material M. Steel

" Crank Pin " " 2 " 2 3/8 " 6 " " "

„ Main Bearings 6 Lengths $8\frac{3}{4}$ " each

„ Bolts in each 2 Diar. over Thread $2\frac{1}{4}$ Threads per inch 6 Material M. Steel

„ Holding Down Bolts, each Engine 53 Diar. $1\frac{1}{4}$ " No. of Metal Checks 53

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

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

If not, how are they fitted?

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? *Yes*

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

Revol. per min. 110

Pressure in 1st I.P. Receiver, 60 lbs., 2nd I.P., ✓ lbs., L.P., 11 lbs., Vacuum, 24 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.

Revol's, per min.

Estimated Speed

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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 Gears

Turbine Spindles forged by

" Wheels forged or cast by

Reduction Gear Shafts forged by

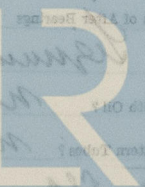
" Wheels forged or cast by

DESCRIPTION OF INSTALLATION.

No. of Lengths

Diam. of Pitch Circle

At Couplings



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SHAFTING.

Are the Crank Shafts Built or Solid?

built.

No. of Lengths in each

3

Angle of Cranks

120°

Diar. by Rule

Actual

8 13/16"

In Way of Webs

9 1/2"

" of Crank Pins

8 13/16"

Length between Webs

9"

Greatest Width of Crank Webs

16 1/2"

Thickness

5 7/16"

Least

13 1/2"

"

Diar. of Keys in Crank Webs

1 1/2"

Length

4"

" Dowels in Crank Pins

1"

Length

3 1/2"

Screwed or Plain

plain.

No. of Bolts each Coupling

6

Diar. at Mid Length

2 1/8"

Diar. of Pitch Circle

13 1/4"

Greatest Distance from Edge of Main Bearing to Crank Web

1/8"

Type of Thrust Blocks

Non-rotating.

No. " Rings

5

Diar. of Thrust Shafts at bottom of Collars

8 13/16"

No. of Collars

4

" " Forward Coupling

8 13/16"

At Aft Coupling

8 1/2"

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

9 3/4"

At Couplings

8 13/16"

Are Propeller Shafts fitted with Continuous Brass Liners?

yes.

Diar. over Liners

10 13/16" + 10 3/4"

Length of After Bearings

3 1/2"

Of what Material are the After Bearings composed?

Lignum Vitae.

Are Means provided for lubricating the After Bearings with Oil?

no.

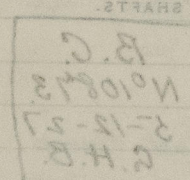
" " to prevent Sea Water entering the Stern Tubes?

no.

If so, what Type is adopted?

open to sea.

SKETCH OF CRANK SHAFT.



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No. of Blades each Propeller

Fitted or Solid?

Material of Blades

Boss

Diam. of Propellers

Pitch

Surface (each

S. ft.

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

Crank Shafts Forged by

Material

Pins

Webs

Thrust Shafts

Intermed. "

Propeller "

Crank " Finished by

Thrust "

Intermed. "

Propeller "

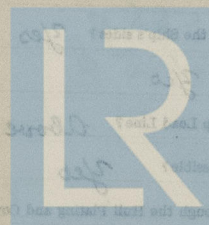
STAMP MARKS ON SHAFTS.

Crank Thrust +
Tail Shafts:—

B. C.
N^o 10873.
5-12-27
G. H. B.

SKETCH OF PROPELLER SHAFT.

No. of Air Pumps
Diam. 12" 10 1/2"
Type of
Diam. of
This shaft Pump a Bipe Section with Non-return Valve?
What other Pumps can discharge through Condenser?
No. of Test Pumps on Main Engines
Diam. 5" 5 1/2"
Are Spring-loaded Relief Valves fitted to each Pump?
Can one Pump be overhauled while the others are at work?
No. of Independent Test Pumps
What other Pumps can feed the Boilers?
No. of Bipe Pumps on Main Engines
Can one Pump be overhauled while the others are at work?
No. of Independent Bipe Pumps
What other Pumps can draw from the Bilges?
Are all Bipe Sections fitted with Hoses?
Are the Valves, etc., so arranged as to prevent unintentional connection between Sea and Bilges?
Are all Sea Connections made with Valves or Rams?
Are they placed so as to be easily accessible?
Are the Discharge Pipes fitted above or below the Deep Lead Lines?
Are the Pipes fitted to the Main Engines and easily accessible?
Are the Pipes fitted through the Hull Fitting and Covering Pipes or Flanges on the Outside?



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Section of PUMPS, ETC. OF THE
No. of Air Pumps *One* Diar. *15"* Stroke *16½"*

Worked by Main or Independent Engines? *Main engines*

No. of Circulating Pumps *One* Diar. *13* Stroke *10"*

Type of *" Vertical Duplex*

Diar. of *" Suction from Sea 8"*

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

What other Pumps can circulate through Condenser? *— Vertical Duplex Ballast*

Pump . 9" x 13" x 10" stroke.

No. of Feed Pumps on Main Engine *2* Diar. *2¾"* Stroke *16½"*

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

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

No. of Independent Feed Pumps Diar. Stroke

What other Pumps can feed the Boilers? *6½" x 4" x 6" General Service Pump*

(Vertical Duplex)

No. of Bilge Pumps on Main Engine *2* Diar. *2¾"* Stroke *16½"*

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

No. of Independent Bilge Pumps

What other Pumps can draw from the Bilges? *Ballast Pump*

Are all Bilge Suctions fitted with Roses? *Mudboxes & Straight Tail Pipes*

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? *Above*

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

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

on the Outside? *Yes*

BOILERS

Water No.

No. of Boilers

Single or Double ended

No. of Passes in each

Type of Boilers

Date when first 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 Design

Can Boilers be worked separately?

Stations of Flues

Stay Bars

Stays

Runways

Greatest Internal Diam. of Boilers

Length

Square Feet of Heating Surface

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Works No.

BOILERS.

Works No. 2654

No. of Boilers 1 Type Cylindrical multitubular single.

Single or Double-ended

No. of Furnaces in each 2

Type of Furnaces Sluhton.

Date when Plan approved

Approved Working Pressure 180 lbs.

Hydraulic Test Pressure 320 "

Date of Hydraulic Test 30-12-27.

" when Safety Valves set 1-3-28.

Pressure at which Valves were set 185 lbs.

Date of Accumulation Test 1-3-28.

Maximum Pressure under Accumulation Test 185 lbs.

System of Draught Natural.

Can Boilers be worked separately? Yes.

Makers of Plates Stub Co. of Scotland.

" Stay Bars

" Rivets R. B. & Co. Ltd.

" Furnaces Wm. Beadmore.

Greatest Internal Diam. of Boilers 12'-9"

" " Length 10'-4 3/4"

Square Feet of Heating Surface each Boiler 1555 sq ft.

" " Grate " " 40.5 sq ft.

No. of Safety Valves each Boiler 2

Rule Diam. Actual 2 3/4"

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

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?

direct.

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

values.

Plates in each Strake

Thickness of Shell Plates Approved

1 3/64"

" " in Boilers

1 3/64"

Are the Rivets Iron or Steel?

stainless.

Are the Longitudinal Seams Butt or Lap Joints?

butt.

Are the Butt Straps Single or Double?

double.

Are the Double Butt Straps of equal width?

yes.

Thickness of outside Butt Straps

3/4"

" inside "

7/8"

Are Longitudinal Seams Hand or Machine Riveted?

machine.

Are they Single, Double, or Treble Riveted?

treble.

No. of Rivets in a Pitch

5

Diam. of Rivet Holes

1 3/32"

Pitch

7 7/8"

No. of Rows of Rivets in Centre Circumferential Seams

Are these Seams Hand or Machine Riveted?

Diam. of Rivet Holes

Pitch

No. of Rows of Rivets in Front End Circumferential Seams

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

16" x 12"

Dimensions of Compensating Rings

2'-11 1/2" x 2'-7 1/2" x 1 1/16"



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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

 $\frac{1}{8}$ "
 $\frac{1}{8}$ " $18\frac{1}{4}" \times 14\frac{7}{8}"$
 $2\frac{5}{8}"$
Threads per Inch 6
6stay
double-nuts. $14\frac{1}{4}" \times 8\frac{3}{4}"$ $1\frac{3}{4}"$
 $1\frac{3}{4}"$ stay
yes. $29\frac{1}{32}"$
 $29\frac{1}{32}"$ $14\frac{1}{4}" \times 8\frac{3}{4}"$ $15\frac{1}{16}"$
 $15\frac{1}{16}"$

1.

Thickness per Inch

Thickness of Front Tube Plates Approved

" " " " in Boilers

Pitch of Stay Tubes at Space 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

" " " " in Boilers

Thickness of Stay Tubes

" " " " in Boilers

External Diam. of Tubes

Material

Thickness of Furnace Plates Approved

" " " " in Boilers

Pitch of Stay Tubes at Space between Stacks of Tubes

Length between Tube Plates

Which of Doubling Plates (Front or Back)

Thickness of

in Boilers

Pitch of Stay Tubes in O.C. Tubes



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Diar. of Stays Approved

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

Threads per Inch

6

" " in Boilers

Material

steel.

Thickness of Front Tube Plates Approved

 $\frac{15}{16}"$
 $\frac{15}{16}"$

" " " in Boilers

Pitch of Stay Tubes at Spaces between Stacks of Tubes

 $14\frac{1}{2}" \times 4\frac{1}{2}"$

Thickness of Doublings in

" " "

Stay Tubes at

" " "

 $\frac{3}{8}" \times \frac{5}{16}" + \frac{1}{4}"$

Are Stay Tubes fitted with Nuts at Front End?

corner stays only.

Thickness of Back Tube Plates Approved

 $2\frac{5}{32}"$
 $2\frac{5}{32}"$

" " " in Boilers

Pitch of Stay Tubes in Back Tube Plates

 $11\frac{1}{4}" \times 9"$
 $4\frac{1}{2}" \times 4\frac{1}{2}"$

Plain

Thickness of Stay Tubes

 $\frac{3}{8}" \times \frac{5}{16}" + \frac{1}{4}"$
S. L. W. L.

Plain

External Diar. of Tubes

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

Material

Iron.

Thickness of Furnace Plates Approved

 $\frac{9}{16}"$
 $\frac{9}{16}"$

" " " in Boilers

Smallest outside Diar. of Furnaces

 $3'-8\frac{3}{8}"$
 $6'-11\frac{1}{2}"$

Length between Tube Plates

Width of Combustion Chambers (Front to Back)

 $2'-9"$
 $2\frac{1}{32}"$

Thickness of " " Tops Approved

 $2\frac{1}{32}"$

" " " in Boilers

Pitch of Screwed Stays in C.O. Tops

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

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Diar. of Screwed Stays Approved

Threads per Inch

9

" " " in Boilers

Material " "

Thickness of Combustion Chamber Sides Approved

" " " " in Boilers

Pitch of Screwed Stays in C.C. Sides

Diar. " " Approved

Threads per Inch

9

" " " in Boilers

Material " "

Thickness of Combustion Chamber Backs Approved

" " " " in Boilers

Pitch of Screwed Stays in C.C. Backs

Diar. " " Approved

Threads per Inch

9

" " " 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 Dish'd?
Internal Radius of Dish'd Ends
Description of Beams in Boiler Crowns
Dist. of Rivet Holes
Width of Overlap
Height of Rivet Crowns above Fire Grate
Are Rivet Crowns Flat or Dish'd?
External Radius of Dish'd Crowns
No. of Crown Stays
Internal Dist. of Rivet at Top
Bottom
No. of Water Tubes
Ext. Diam.
Material of Water Tubes
Size of Manhole in Shell
Description of Compensating Ring
Heating Surface each Boiler
Gross Surface

SUPERHEATERS.



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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

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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

2 2
 Copper
 Seamless.
 3 3/4"
 1/2 W.T.
 braked.
 24-2-28 27-2-28
 400 lbs.

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

6 1/2 x 4 x 6" Vertical Ballast Heaters
 Service Company

4 1/4 x 3 x 4" Vertical Ballast Heaters
 Fresh Water Heaters

4 x 4 x 6" Vertical Ballast Heaters
 Cooling Water

9 x 13 x 10" Vertical Ballast Heaters
 Ballast Heaters

FEED WATER FILTERS

Working Pressure Test Pressure Date of Test



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EVAPORATORS.

| No. | Type | Makers | Working Pressure | Test Pressure | Date of Test | Tons per Day |
|-----|------|--------|------------------|---------------|--------------|--------------|
| ✓ | | | | | | |

Date of Test of Safety Valves under Steam

FEED WATER HEATERS.

| No. | Type | Makers | Working Pressure | Test Pressure | Date of Test |
|-----|------|--------|------------------|---------------|--------------|
| ✓ | | | | | |

FEED WATER FILTERS.

| No. | Type | Makers | Working Pressure | Test Pressure | Date of Test | Size |
|-----|------|--------|------------------|---------------|--------------|------|
| ✓ | | | | | | |

LIST OF DONKEY PUMPS.

6½" x 4" x 6" Vertical Duplex General Services Donkey.

4¼" x 3" x 4" Vertical Duplex Fresh water pump.

4" x 4" x 6" Vertical Duplex Conular pump.

9" x 13" x 10" Vertical Duplex Ballast pump.



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OTHER ARTICLES OF SPARE GEAR:—

2 feed pump valves for aux. feed pumps
1 set ballast pump valves
2 main 9 donkey check valve lids.
1 set sanitary pump valves

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REFRIGERATORS.

No. of Machines

Capacity of each

Makers

Description

No. of Steam Cylinders, each Machine

No. of Compressors

No. of Cranks

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

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

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

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COMPARTMENT. Length of dynamo in feet. Temp. of bearings at end of test. Temp. of bearings at start of test. Time required to start. Time required to stop. Time required to run. Time required to stop.

ELECTRIC LIGHTING.

Installation Fitted by

R. Pickersgill, Sons Ltd.

No. and Description of Dynamos

One compound wound.
Sunderland Forge & Eng Co.

Makers of Dynamos

Capacity

68

Amperes, at

110

Volts, 350

Revs. per Min.

Current Alternating or Continuous

Continuous.

Single or Double Wire System

Double

Position of Dynamos

Claring Platform.
near Dynamos.

Main Switch Board

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. |
|----------------|-------------------|---------------|-------------------------|--------------------|------------------|----------------------------|---------------------------------|
| Ignition. | 8 | 370 | 3.7 | 7/029 | 18.8 | 18.8 | 600,000 |
| Engines | 30 | 906 | 9 | 7/036 | " | " | " |
| Engine Room | 25 | 750 | 7.5 | 7/029 | " | " | " |
| Forward Accom. | 42 | 1260 | 12.6 | 7/044 | " | " | " |

Total No. of Lights

105

No. of Motors driving Fans, &c.

No. of Heaters

Current required for Motors and Heaters

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Are Cut-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits

| | | | |
|---------|---|---|------------------------|
| On Aux. | " | " | 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. 11.044 S.W.G., Largest, No. 19.044 S.W.G.

How are Conductors in Engine and Boiler Spaces protected?

Saloons, State Rooms, &c.,

What special protection is provided in the following cases?

(1) Conductors exposed to Heat or Damp

(2) passing through Bunkers or Cargo Spaces

(3) " " Deck Beams or Bulkheads

is unimpaired?

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

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

Are the Dynamos, Motors, Main and Branch Cables, so placed that the Compasses are not injuriously affected by them? *Yes*

Have Tests been made to prove that this condition has been satisfactorily fulfilled?

Has the Insulation Resistance over the whole system been tested?

What does the Resistance amount to?

Is the Installation supplied with a Voltmeter?

" " " an Ampere Meter?

Date of Trial of complete Installation

Duration of Trial

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

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.

Have Tests been made to prove that this condition has been satisfactorily fulfilled?

Has the Installation Resistance over the whole system been tested?

What does the Resistance amount to?

Is the Installation supplied with a Voltmeter?

Date of Trial of complete Installation

Have all the requirements of Section 12 been satisfactorily carried out?

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

"
DEEPWATER
"

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

Fees—

| MAIN BOILERS. | | £ | s. | d. |
|------------------|--------|----------|----|----|
| H.S. | 3110 | Sq. ft. | : | : |
| G.S. | 81. | " | : | : |
| DONKEY BOILERS. | | | | |
| H.S. | ✓ | Sq. ft. | : | : |
| G.S. | ✓ | " | : | : |
| | | £ | : | : |
| ENGINES. | | | | |
| L.P.C. | 29.03. | Cub. ft. | : | : |
| | | £ | : | : |
| Testing, &c. ... | ... | | : | : |
| | | £ | : | : |
| Expenses ... | ... | | : | : |
| Total ... | | £ | : | : |

It is submitted that this Report be approved,

J. D. Adam
Chief Surveyor.

Approved by the Committee for the Class of M.B.S.* on the 21st March 1928

Fees advised

Fees paid



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Lloyd's Register
Foundation
Secretary.

GENERAL CONSTRUCTION

Foot--

MAIN BUILDING

H.S. 310

G.S. 12

DOCKERY BUILDING

H.S. 310

G.S. 12

EXPENSES

L.P.C. 22-03

Testing & ...

...

...

...

...

...

It is submitted that this Report be approved.

Read and approved

Approved by the Committee for the Class of M.B.S. on the 17th March 1932

Read and approved

...



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