

No. 2026

THE BRITISH CORPORATION FOR THE SURVEY  
AND  
REGISTRY OF SHIPPING.

Report No. 1843 No. in Register Book 3153

S.S. "SHELTON WEED"

Makers of Engines EARLES STEEL CO. LTD.

Works No. 650

Makers of Main Boilers EARLES STEEL CO. LTD.

Works No. 650.

Makers of Donkey Boiler ✓

Works No. ✓

MACHINERY.



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Lloyd's Register  
Foundation

005311-005317-0259



No.

THE BRITISH CORPORATION FOR THE SURVEY

AND

REGISTRY OF SHIPPING.

Report No. *1843* No. in Register Book *3153*

Received at Head Office *5 MAY 1925*

Surveyor's Report on the New Engines, Boilers, and Auxiliary Machinery of the *Single Triple* Screw "SHELTON. WEED" *Trim Quadruple*

Official No. *148453* Port of Registry *Hull.*

Registered Owners

*Eastern Steamship Co. Ltd.*

*Port. Colborne. Ontario*

Engines Built by

*Earles S & E Co. Ltd.*

at

*Hull.*

Main Boilers Built by

*Earles S & E Co. Ltd.*

at

*Hull.*

Donkey

at

Date of Completion

*29.4.25*

First Visit

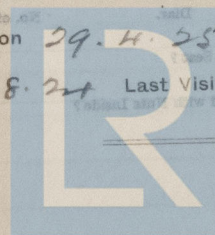
*22.8.24*

Last Visit

*29.4.25*

Total Visits

*59*



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## RECIPROCATING ENGINES.

Works No. **650** No. of Sets **1** Description **Triple expansion**

**Surface Condensing.**

No. of Cylinders each Engine **3** No. of Cranks **3**  
 Diars of Cylinders **17" 28" 46"** Strokes **33"**  
 Cubic feet in each L.P. Cylinder **31.7**  
 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 "

Diar. of Connecting Rods (smallest part)

Material

**2 Iron  
1 Steel.**

" Crosshead Gudgeons

Length of Bearing

Material

No. of Crosshead Bolts (each)

Diar. over Thrd.

Thrds. per inch

Material

" Crank Pin " "

"

"

"

" Main Bearings

Lengths

" Bolts in each

Diar. over Thread

Threads per inch

Material

" Holding Down Bolts, each Engine

Diar.

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.

Estimated Speed

Revs. per min. **86**

**950**

**9½ knots.**

Connecting Rods, Forged by **1 by Darlington Forge.**

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.

Estimated Speed

Revs. per min. **86**

**950**

**9½ knots.**



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| No. of H.P. Turbines | No. of I.P. | No. of L.P. | No. of Stern |
|----------------------|-------------|-------------|--------------|
| 1                    | 1           | 1           | 1            |
| 2                    | 2           | 2           | 2            |
| 3                    | 3           | 3           | 3            |
| 4                    | 4           | 4           | 4            |
| 5                    | 5           | 5           | 5            |
| 6                    | 6           | 6           | 6            |
| 7                    | 7           | 7           | 7            |
| 8                    | 8           | 8           | 8            |
| 9                    | 9           | 9           | 9            |
| 10                   | 10          | 10          | 10           |
| 11                   | 11          | 11          | 11           |
| 12                   | 12          | 12          | 12           |
| 13                   | 13          | 13          | 13           |
| 14                   | 14          | 14          | 14           |
| 15                   | 15          | 15          | 15           |
| 16                   | 16          | 16          | 16           |
| 17                   | 17          | 17          | 17           |
| 18                   | 18          | 18          | 18           |
| 19                   | 19          | 19          | 19           |
| 20                   | 20          | 20          | 20           |
| 21                   | 21          | 21          | 21           |
| 22                   | 22          | 22          | 22           |
| 23                   | 23          | 23          | 23           |
| 24                   | 24          | 24          | 24           |
| 25                   | 25          | 25          | 25           |
| 26                   | 26          | 26          | 26           |
| 27                   | 27          | 27          | 27           |
| 28                   | 28          | 28          | 28           |
| 29                   | 29          | 29          | 29           |
| 30                   | 30          | 30          | 30           |
| 31                   | 31          | 31          | 31           |
| 32                   | 32          | 32          | 32           |
| 33                   | 33          | 33          | 33           |
| 34                   | 34          | 34          | 34           |
| 35                   | 35          | 35          | 35           |
| 36                   | 36          | 36          | 36           |
| 37                   | 37          | 37          | 37           |
| 38                   | 38          | 38          | 38           |
| 39                   | 39          | 39          | 39           |
| 40                   | 40          | 40          | 40           |
| 41                   | 41          | 41          | 41           |
| 42                   | 42          | 42          | 42           |
| 43                   | 43          | 43          | 43           |
| 44                   | 44          | 44          | 44           |
| 45                   | 45          | 45          | 45           |
| 46                   | 46          | 46          | 46           |
| 47                   | 47          | 47          | 47           |
| 48                   | 48          | 48          | 48           |
| 49                   | 49          | 49          | 49           |
| 50                   | 50          | 50          | 50           |
| 51                   | 51          | 51          | 51           |
| 52                   | 52          | 52          | 52           |
| 53                   | 53          | 53          | 53           |
| 54                   | 54          | 54          | 54           |
| 55                   | 55          | 55          | 55           |
| 56                   | 56          | 56          | 56           |
| 57                   | 57          | 57          | 57           |
| 58                   | 58          | 58          | 58           |
| 59                   | 59          | 59          | 59           |
| 60                   | 60          | 60          | 60           |
| 61                   | 61          | 61          | 61           |
| 62                   | 62          | 62          | 62           |
| 63                   | 63          | 63          | 63           |
| 64                   | 64          | 64          | 64           |
| 65                   | 65          | 65          | 65           |
| 66                   | 66          | 66          | 66           |
| 67                   | 67          | 67          | 67           |
| 68                   | 68          | 68          | 68           |
| 69                   | 69          | 69          | 69           |
| 70                   | 70          | 70          | 70           |
| 71                   | 71          | 71          | 71           |
| 72                   | 72          | 72          | 72           |
| 73                   | 73          | 73          | 73           |
| 74                   | 74          | 74          | 74           |
| 75                   | 75          | 75          | 75           |
| 76                   | 76          | 76          | 76           |
| 77                   | 77          | 77          | 77           |
| 78                   | 78          | 78          | 78           |
| 79                   | 79          | 79          | 79           |
| 80                   | 80          | 80          | 80           |
| 81                   | 81          | 81          | 81           |
| 82                   | 82          | 82          | 82           |
| 83                   | 83          | 83          | 83           |
| 84                   | 84          | 84          | 84           |
| 85                   | 85          | 85          | 85           |
| 86                   | 86          | 86          | 86           |
| 87                   | 87          | 87          | 87           |
| 88                   | 88          | 88          | 88           |
| 89                   | 89          | 89          | 89           |
| 90                   | 90          | 90          | 90           |
| 91                   | 91          | 91          | 91           |
| 92                   | 92          | 92          | 92           |
| 93                   | 93          | 93          | 93           |
| 94                   | 94          | 94          | 94           |
| 95                   | 95          | 95          | 95           |
| 96                   | 96          | 96          | 96           |
| 97                   | 97          | 97          | 97           |
| 98                   | 98          | 98          | 98           |
| 99                   | 99          | 99          | 99           |
| 100                  | 100         | 100         | 100          |

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

Is Single or Double Reduction Gear employed?

Diar. of 1st Reduction Pinion

.. 1st .. Wheel

Estimated Pressure per lineal inch

Diar. of 2nd Reduction Pinion

" 2nd " Wheel

Estimated Pressure per lineal inch

| Revs. per min. of H.P. Turbines at Full Power | S.H.P.  | Net H.P. |
|---|---------|----------|
| 10,000  | 10,000  | 10,000   |
| 11,000  | 11,000  | 11,000   |
| 12,000  | 12,000  | 12,000   |
| 13,000  | 13,000  | 13,000   |
| 14,000  | 14,000  | 14,000   |
| 15,000  | 15,000  | 15,000   |
| 16,000  | 16,000  | 16,000   |
| 17,000  | 17,000  | 17,000   |
| 18,000  | 18,000  | 18,000   |
| 19,000  | 19,000  | 19,000   |
| 20,000  | 20,000  | 20,000   |
| 21,000  | 21,000  | 21,000   |
| 22,000  | 22,000  | 22,000   |
| 23,000  | 23,000  | 23,000   |
| 24,000  | 24,000  | 24,000   |
| 25,000  | 25,000  | 25,000   |
| 26,000  | 26,000  | 26,000   |
| 27,000  | 27,000  | 27,000   |
| 28,000  | 28,000  | 28,000   |
| 29,000  | 29,000  | 29,000   |
| 30,000  | 30,000  | 30,000   |
| 31,000  | 31,000  | 31,000   |
| 32,000  | 32,000  | 32,000   |
| 33,000  | 33,000  | 33,000   |
| 34,000  | 34,000  | 34,000   |
| 35,000  | 35,000  | 35,000   |
| 36,000  | 36,000  | 36,000   |
| 37,000  | 37,000  | 37,000   |
| 38,000  | 38,000  | 38,000   |
| 39,000  | 39,000  | 39,000   |
| 40,000  | 40,000  | 40,000   |
| 41,000  | 41,000  | 41,000   |
| 42,000  | 42,000  | 42,000   |
| 43,000  | 43,000  | 43,000   |
| 44,000  | 44,000  | 44,000   |
| 45,000  | 45,000  | 45,000   |
| 46,000  | 46,000  | 46,000   |
| 47,000  | 47,000  | 47,000   |
| 48,000  | 48,000  | 48,000   |
| 49,000  | 49,000  | 49,000   |
| 50,000  | 50,000  | 50,000   |
| 51,000  | 51,000  | 51,000   |
| 52,000  | 52,000  | 52,000   |
| 53,000  | 53,000  | 53,000   |
| 54,000  | 54,000  | 54,000   |
| 55,000  | 55,000  | 55,000   |
| 56,000  | 56,000  | 56,000   |
| 57,000  | 57,000  | 57,000   |
| 58,000  | 58,000  | 58,000   |
| 59,000  | 59,000  | 59,000   |
| 60,000  | 60,000  | 60,000   |
| 61,000  | 61,000  | 61,000   |
| 62,000  | 62,000  | 62,000   |
| 63,000  | 63,000  | 63,000   |
| 64,000  | 64,000  | 64,000   |
| 65,000  | 65,000  | 65,000   |
| 66,000  | 66,000  | 66,000   |
| 67,000  | 67,000  | 67,000   |
| 68,000  | 68,000  | 68,000   |
| 69,000  | 69,000  | 69,000   |
| 70,000  | 70,000  | 70,000   |
| 71,000  | 71,000  | 71,000   |
| 72,000  | 72,000  | 72,000   |
| 73,000  | 73,000  | 73,000   |
| 74,000  | 74,000  | 74,000   |
| 75,000  | 75,000  | 75,000   |
| 76,000  | 76,000  | 76,000   |
| 77,000  | 77,000  | 77,000   |
| 78,000  | 78,000  | 78,000   |
| 79,000  | 79,000  | 79,000   |
| 80,000  | 80,000  | 80,000   |
| 81,000  | 81,000  | 81,000   |
| 82,000  | 82,000  | 82,000   |
| 83,000  | 83,000  | 83,000   |
| 84,000  | 84,000  | 84,000   |
| 85,000  | 85,000  | 85,000   |
| 86,000  | 86,000  | 86,000   |
| 87,000  | 87,000  | 87,000   |
| 88,000  | 88,000  | 88,000   |
| 89,000  | 89,000  | 89,000   |
| 90,000  | 90,000  | 90,000   |
| 91,000  | 91,000  | 91,000   |
| 92,000  | 92,000  | 92,000   |
| 93,000  | 93,000  | 93,000   |
| 94,000  | 94,000  | 94,000   |
| 95,000  | 95,000  | 95,000   |
| 96,000  | 96,000  | 96,000   |
| 97,000  | 97,000  | 97,000   |
| 98,000  | 98,000  | 98,000   |
| 99,000  | 99,000  | 99,000   |
| 100,000                                       | 100,000 | 100,000  |

" " L.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 Revols. per min. | S.H.P. |
|----------------|--------|----------------------------|--------|
| 10.0           | 10.0   | 1000                       | 1000   |
| 10.5           | 10.5   | 1050                       | 1050   |
| 11.0           | 11.0   | 1100                       | 1100   |
| 11.5           | 11.5   | 1150                       | 1150   |
| 12.0           | 12.0   | 1200                       | 1200   |
| 12.5           | 12.5   | 1250                       | 1250   |
| 13.0           | 13.0   | 1300                       | 1300   |
| 13.5           | 13.5   | 1350                       | 1350   |
| 14.0           | 14.0   | 1400                       | 1400   |
| 14.5           | 14.5   | 1450                       | 1450   |
| 15.0           | 15.0   | 1500                       | 1500   |
| 15.5           | 15.5   | 1550                       | 1550   |
| 16.0           | 16.0   | 1600                       | 1600   |
| 16.5           | 16.5   | 1650                       | 1650   |
| 17.0           | 17.0   | 1700                       | 1700   |
| 17.5           | 17.5   | 1750                       | 1750   |
| 18.0           | 18.0   | 1800                       | 1800   |
| 18.5           | 18.5   | 1850                       | 1850   |
| 19.0           | 19.0   | 1900                       | 1900   |
| 19.5           | 19.5   | 1950                       | 1950   |
| 20.0           | 20.0   | 2000                       | 2000   |
| 20.5           | 20.5   | 2050                       | 2050   |
| 21.0           | 21.0   | 2100                       | 2100   |
| 21.5           | 21.5   | 2150                       | 2150   |
| 22.0           | 22.0   | 2200                       | 2200   |
| 22.5           | 22.5   | 2250                       | 2250   |
| 23.0           | 23.0   | 2300                       | 2300   |
| 23.5           | 23.5   | 2350                       | 2350   |
| 24.0           | 24.0   | 2400                       | 2400   |
| 24.5           | 24.5   | 2450                       | 2450   |
| 25.0           | 25.0   | 2500                       | 2500   |
| 25.5           | 25.5   | 2550                       | 2550   |
| 26.0           | 26.0   | 2600                       | 2600   |
| 26.5           | 26.5   | 2650                       | 2650   |
| 27.0           | 27.0   | 2700                       | 2700   |
| 27.5           | 27.5   | 2750                       | 2750   |
| 28.0           | 28.0   | 2800                       | 2800   |
| 28.5           | 28.5   | 2850                       | 2850   |
| 29.0           | 29.0   | 2900                       | 2900   |
| 29.5           | 29.5   | 2950                       | 2950   |
| 30.0           | 30.0   | 3000                       | 3000   |
| 30.5           | 30.5   | 3050                       | 3050   |
| 31.0           | 31.0   | 3100                       | 3100   |
| 31.5           | 31.5   | 3150                       | 3150   |
| 32.0           | 32.0   | 3200                       | 3200   |
| 32.5           | 32.5   | 3250                       | 3250   |
| 33.0           | 33.0   | 3300                       | 3300   |
| 33.5           | 33.5   | 3350                       | 3350   |
| 34.0           | 34.0   | 3400                       | 3400   |
| 34.5           | 34.5   | 3450                       | 3450   |
| 35.0           | 35.0   | 3500                       | 3500   |
| 35.5           | 35.5   | 3550                       | 3550   |
| 36.0           | 36.0   | 3600                       | 3600   |
| 36.5           | 36.5   | 3650                       | 3650   |
| 37.0           | 37.0   | 3700                       | 3700   |
| 37.5           | 37.5   | 3750                       | 3750   |
| 38.0           | 38.0   | 3800                       | 3800   |
| 38.5           | 38.5   | 3850                       | 3850   |
| 39.0           | 39.0   | 3900                       | 3900   |
| 39.5           | 39.5   | 3950                       | 3950   |
| 40.0           | 40.0   | 4000                       | 4000   |
| 40.5           | 40.5   | 4050                       | 4050   |
| 41.0           | 41.0   | 4100                       | 4100   |
| 41.5           | 41.5   | 4150                       | 4150   |
| 42.0           | 42.0   | 4200                       | 4200   |
| 42.5           | 42.5   | 4250                       | 4250   |
| 43.0           | 43.0   | 4300                       | 4300   |
| 43.5           | 43.5   | 4350                       | 4350   |
| 44.0           | 44.0   | 4400                       | 4400   |
| 44.5           | 44.5   | 4450                       | 4450   |
| 45.0           | 45.0   | 4500                       | 4500   |
| 45.5           | 45.5   | 4550                       | 4550   |
| 46.0           | 46.0   | 4600                       | 4600   |
| 46.5           | 46.5   | 4650                       | 4650   |
| 47.0           | 47.0   | 4700                       | 4700   |
| 47.5           | 47.5   | 4750                       | 4750   |
| 48.0           | 48.0   | 4800                       | 4800   |
| 48.5           | 48.5   | 4850                       | 4850   |
| 49.0           | 49.0   | 4900                       | 4900   |
| 49.5           | 49.5   | 4950                       | 4950   |
| 50.0           | 50.0   | 5000                       | 5000   |
| 50.5           | 50.5   | 5050                       | 5050   |
| 51.0           | 51.0   | 5100                       | 5100   |
| 51.5           | 51.5   | 5150                       | 5150   |
| 52.0           | 52.0   | 5200                       | 5200   |
| 52.5           | 52.5   | 5250                       | 5250</ |

Turbine Spindles forged by

Wheels forged or cast by \_\_\_\_\_

Reduction Gear Shafts forged by

" Wheels forged or cast by \_\_\_\_\_

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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

Estimated Pressure per lineal inch

Diam. of 2nd Reduction Pinion

" 2nd " Wheel

Estimated Pressure per lineal inch

Revs. per min. of Generators at Full Power

" Motors "

" 1st Reduction Shaft

" 2nd "

" Propellers at Full Power

Total Shaft Horse Power

Date of Harbour Trial

" Trial Trip

Trials run at

Speed on Trial

Knots. Propeller Revs. per min.

S.E.P.

Makers of Turbines

" Generators

" Motors

" Reduction Gear

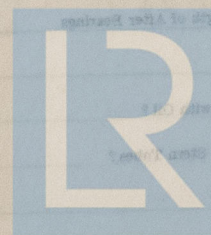
Turbine Spindles forged by

" Wheels forged or cast by

Reduction Gear Shafts forged by

" Wheels forged or cast by

## DESCRIPTION OF INSTALLATION.



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# 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 Collar      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

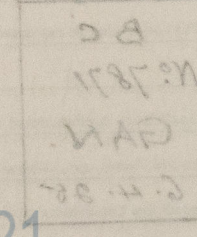
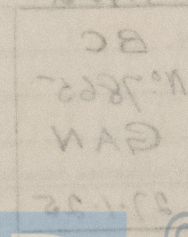
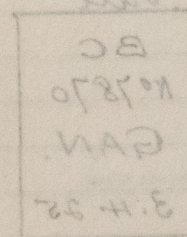
Of what Material are the After Bearings composed ?

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.



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No. of Blades each Propeller

Fitted or Solid?

Material of Blades

Boas

Diar. 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 "

*See Book 2023*

*Darlington Forge Co. Lr.  
E. A. H. S. & Co. Lr.*

*Eng. Steel.*

STAMP MARKS ON SHAFTS.

Crank

BC

N<sup>o</sup> 7871

GAN.

G. H. 25

Thrust

BC

N<sup>o</sup> 7865

GAN

27.1.25

Tail

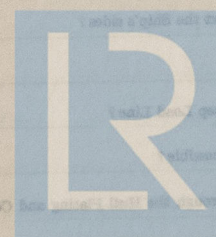
BC

N<sup>o</sup> 7870

GAN.

3.4.25

SKETCH OF PROPELLER SHAFT.



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## 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

BOILER  
No. 280-181  
300 lbs.  
N.A.N.  
31/3 25



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## BOILERS.

Works No. **650**

No. of Boilers **2** Type **Cylindrical Multitubular**

Single or Double-ended **Single ended**

No. of Furnaces in each **2**

Type of Furnaces **Delightons**

Date when Plan approved **11.9.24.**

Approved Working Pressure **180 lbs. □**

Hydraulic Test Pressure **320 " "**

Date of Hydraulic Test **31. 3. 25.**

" when Safety Valves set **23. 4. 25.**

Pressure at which Valves were set **180 + 5 lbs.**

Date of Accumulation Test **23. 4. 25.**

Maximum Pressure under Accumulation Test **193.**

System of Draught

Can Boilers be worked separately?

Makers of Plates

" Stay Bars

" Rivets

" Furnaces

Greatest Internal Diam. of Boilers

" " Length "

Square Feet of Heating Surface each Boiler

" " Grate "

No. of Safety Valves each Boiler Rule Diam. Actual

Are the Safety Valves fitted with Raising Gear?

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

" Test Cocks " Salinometer Cocks

*See List 2023  
St. Judge Kennedy*

BC TEST  
No 2804  
320 lbs.  
W.P. 180 "  
G.A.N.  
31-3-25

Port + Starboard  
main boilers.



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

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

Are these Pipes connected to Boilers by Cocks or Valves?

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

No. of Strakes of Shell Plating in each Boiler

" Plates in each Strake

Thickness of Shell Plates Approved

" " in Boilers

Are the Rivets Iron or Steel?

Are the Longitudinal Seams Butt or Lap Joints?

Are the Butt Straps Single or Double?

Are the Double Butt Straps of equal width?

Thickness of outside Butt Straps

" inside "

Are Longitudinal Seams Hand or Machine Riveted?

Are they Single, Double, or Treble Riveted?

No. of Rivets in a Pitch

Diar. of Rivet Holes Pitch

No. of Rows of Rivets in Centre Circumferential Seams

Are these Seams Hand or Machine Riveted?

Diar. of Rivet Holes Pitch

No. of Rows of Rivets in Front End Circumferential Seams

Are these Seams Hand or Machine riveted?

Diar. of Rivet Holes Pitch

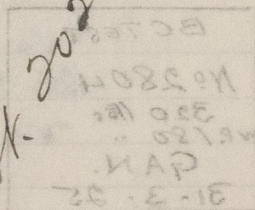
No. of Rows of Rivets in Back End Circumferential Seams

Are these Seams Hand or Machine Riveted?

Diar. of Rivet Holes Pitch

Size of Manholes in Shell

Dimensions of Compensating Rings



Thickness of End Plates in Steam Space Approved

" " in Boilers

Pitch of Steam Space Strake

Diar. " " Approved

" " in Boilers

Material of " "

How are Strakes Seamed?

Diar. and Thickness of Loose W. plates on End Plates

" " Riveted

Thickness of Double Straps

Thickness of Middle Back End Plates Approved

" " in Boilers

Thickness of Double Straps in Wide spaces between

Pitch of Straps as

Diar. of Straps Approved

" " in Boilers

Material

Are Straps fitted with X-plates outside?

Thickness of Back End Plates at Bottom Approved

" " in Boilers

Pitch of Straps at Wide spaces between

Thickness of Double Straps

Thickness of Front End Plates at Bottom Approved

" " in Boilers

No. of Compensating Straps in Space between



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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.C. Tops

*See look 2023*



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Diar. 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

Diar. " " Approved

Threads per Inch

" " " in Boilers

Material " "

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.?

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

See book 2023

## VERTICAL DONKEY BOILERS

No. of Boilers  
Type  
Greatest Incl. Diam.  
Height of Boiler Crown above Fire Gate  
Are Boiler Crown Flat or Dished?  
Internal Radius of Dished Ends  
Description of Gears in Boiler Crown  
Diar. of River Holes  
Height of Firebox Crown above Fire Gate  
Are Firebox Crown Flat or Dished?  
External Radius of Dished Crown  
No. of Crown Stays  
External Diam. of Firebox at Top  
No. of Water Tubes  
Material of Water Tubes  
Size of Manhole in Shell  
Dimensions of Combustion Liner  
Heating surface each boiler  
Gross surface

Thickness of Plates  
Thickness of Tubes  
Width of Overlap  
Thickness of Tubes

## 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 \_\_\_\_\_

Diarr. 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 \_\_\_\_\_ Diarr. \_\_\_\_\_ Material \_\_\_\_\_

External Diarr. of Firebox at Top \_\_\_\_\_ Bottom \_\_\_\_\_ Thickness of Plates \_\_\_\_\_

No. of Water Tubes \_\_\_\_\_ Ext. Diarr. \_\_\_\_\_ 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 \_\_\_\_\_ Diarr. \_\_\_\_\_

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

2

Material

Steel

Brazed, Welded or Seamless

Seamless.

Internal Diam.

4"

Thickness

 $\frac{1}{4}$ "

How are Flanges secured?

Expanded in form.

Date of Hydraulic Test

22.4.25.

Test Pressure

540 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

## FEED WATER HEATERS.

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

## FEED WATER FILTERS.

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness



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## LIST OF SPARE GEARS

| No. of Top End Bolts. | No. of Bot. End Bolts. | No. of Cylinder Cover Studs |
|-----------------------|------------------------|-----------------------------|
| " Coupling Bolts      | " Main Bearing Bolts   | " Valve Chest "             |
| " Junk Ring Bolts     | " Feed Pump Valves     | " Bilge Pump Valves         |
| " H.P. Piston Rings   | " L.P. Piston Rings    | " L.P. Piston Rings         |
| " " Springs           | " " Springs            | " " Springs                 |
| " Safety Valve "      | " Fire Bars            | " Feed Check Valves         |
| " Piston Rods         | " Connecting Rods      | " Valve Spindles            |
| " Air Pump Rods       | " Air Pump Buckets     | " Air Pump Valves           |
| " Cir. "              | " Cir. "               | " Cir. "                    |
| " Crank Shafts        | " Crank Pin Bushes     | " Crosshead Bushes          |
| " Propeller Shafts    | " Propellers           | " Propeller Blades          |
| " Boiler Tubes        | " Condenser Tubes      | " Condenser Ferrules        |

OTHER ARTICLES OF SPARE GEAR:

*See Book 100*

## REPAIRS



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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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## ELECTRIC LIGHTING

Installation Fitted by

No. and Description of Dynamos

## Makers of Dynamos

Capacity

Amperes, at

Volts.

Revol. per Min.

Current Alternating or Continuous

### Single or Double Wire System

### Position of Dynamos

### Main Switch Board

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

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. |
|----------|-------------------|---------------|-------------------------|--------------------|------------------|----------------------------|---------------------------------|
|----------|-------------------|---------------|-------------------------|--------------------|------------------|----------------------------|---------------------------------|



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

| Particulars of these Circuits— | No. of Circuits to which Switches are provided on Main Switch Board | Position of Dynamometer | Single or Double Wire System | Current Rating of Dynamometer | Capacity | Amperes at 220 Volts | Revolutions per Min. |
|--------------------------------|---|-------------------------|------------------------------|-------------------------------|----------|----------------------|----------------------|
|--------------------------------|---|-------------------------|------------------------------|-------------------------------|----------|----------------------|----------------------|

Are Out-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 Out-outs constructed of Non-inflammable Material?

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

Smallest Single Wire used, No. S.W.G., Largest, No. 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

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

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? *100000*

Ohms.

Is the Installation supplied with a Voltmeter? *Yes.*

" " " an Ampere Meter? *Yes.*

Date of Trial of complete Installation *29. 4. 25* Duration of Trial *6 hours*

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



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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, *Yes.*

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. "SHELTON WEED"

as ascertained by me from personal examination

*Thomas C. West*  
 Engineer Surveyor to the British Corporation for the  
 Survey and Registry of Shipping.

Fees—

## MAIN BOILERS.

H.S. *2940* Sq. ft.G.S. *76* "

## DONKEY BOILERS.

H.S. *✓* Sq. ft.G.S. *✓* "

## ENGINES.

L.P.C. *31.7* Cub. ft.

Testing, &amp;c. ... ..

Expenses ... ..

Total ...

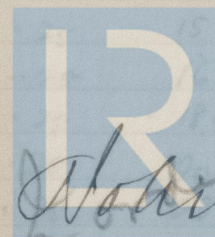
It is submitted that this Report be approved,

*John King*  
 Chief Surveyor.

Approved by the Committee for the Class of M.B.S.\* on the *20<sup>th</sup> May 1915.*

Fees advised

Fees paid



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