

No. 1537

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 1442 No. in Register Book 2590

"LEILA"

EX
"Dido"

S.S.

Makers of Engines Dunlop Breunel & Co.

Works No. 325

Makers of Main Boilers J. G. Kincaid & Co.

Works No. 63

Makers of Donkey Boiler

Works No.

MACHINERY.

RETAIN
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005344-005352-0097

No.

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 1442 No. in Register Book 2590

Received at Head Office.....

Surveyor's Report on the New Engines, Boilers, and Auxiliary
Machinery of the ~~Single Screw~~ ^{Single Screw} ~~Swain Quadruple~~ Screw "Dido"

Official No. 144058 Port of Registry Hull
Registered Owners Ellerman's Wilson Line, Ltd.
Hull.

Engines Built by Dunlop Breunel & Co.

at

Port-Glasgow.

Main Boilers Built by J. G. Kincaid & Co.

at

Greenock.

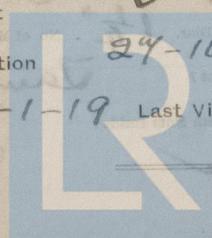
Donkey " "

at

Date of Completion

24-10-20 2020

First Visit 15-1-19 Last Visit 24-10-20 Total Visits 91



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RECIPROCATING ENGINES.

Works No. 325 No. of Sets 1 Description Triple, S-C, 3 cks.

No. of Cylinders each Engine 3 No. of Cranks 3
 Diars. of Cylinders 21", 36", 62" Stroke 39"
 Cubic feet in each L.P. Cylinder 68-1
 Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cylr.? *yes.*
 " " each Receiver? *yes.*
 Type of H.P. Valves, *Piston*
 " 1st I.P. ,, *Andrews' balanced*
 " 2nd I.P. ,, *✓*
 " L.P. ,, *Double ported slide*
 " Valve Gear *Stephenson's link.*
 " Condenser *Surface* Cooling Surface 2000 sq. ft.
 Diameter of Piston Rods (plain part) *5 7/8"* Screwed part (bottom of thread) *4.412"*
 Material " *Iron*
 Diar. of Connecting Rods (smallest part) *5 7/8"* Material *I. Steel.*
 " Crosshead Gudgeons *6 1/2"* Length of Bearing *6 1/2"* Material "
 No. of Crosshead Bolts (each) *4* Diar. over Thrd. *2 7/8"* Thrds. per inch *6* Material *Steel.*
 " Crank Pin " " *2* " *3 1/2"* " *6* " "
 " Main Bearings *6* Lengths
 " Bolts in each *2* Diar. over Thread *2 3/4"* Threads per inch *6* Material *Steel.*
 " Holding Down Bolts, each Engine *132* Diar. *1 1/4"* No. of Metal Chocks
 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? *✓*

Connecting Rods, Forged by *Dunlop Breuners & Co.*
 Piston " " "
 Crossheads, " "
 Connecting Rods, Finished by "
 Piston " " "
 Crossheads, " "
 Date of Harbour Trial *21-10-20.*
 " Trial Trip *24-10-20.*
 Trials run at *Wirth of Clyde.*
 Were the Engines tested to full power under Sea-going conditions? *Light ship.*
 If so, what was the I.H.P.? *1260* Revols. per min. *82*
 Pressure in 1st I.P. Receiver, *170* lbs., 2nd I.P., *46* lbs., L.P., *5* lbs., Vacuum, *2 1/2* ins.
 Speed on Trial *11.01 Knots.*
 If the Conditions on Trial were such that full power records were not obtained give the following estimated data:—
 Builders' estimated I.H.P. **1350* Revols. per min. *68*
 Estimated Speed *10 Knots* (**Sea going Conditions*)



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TURBINE ENGINES.

Works No.	Type of Turbines		
No. of H.P. Turbines	No. of I.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?

Revol. per min. of H.P. Turbines at Full Power

"	"	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

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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TURBINE ENGINEER

No. of H.P. Turbines, No. of I.P., No. of A.P., Type of Turbine, Works No.

Are the Propeller shafts driven direct by the Turbines or through gearing?

Is shaft or Double Reduction Gear employed?

Revolve per min. of H.P. Turbine at full power

I.P. " " " " " "

A.P. " " " " " "

Is Reduction Shaft

" " " " " "

Propeller Shaft

Total shaft Horse Power

Date of Harbour Trial

Time of day

Direction of Wind

Force of Wind

Turbine driven direct by

Works engine or cast iron

Reduction Gear shaft driven by

Works engine or cast iron

DESCRIPTION OF INSTALLATION

TURBO-ELECTRIC PROPELLING MACHINERY

No. of Turbo-propellers, Capacity of each, No. of Turbine engines, Description of Generator

Are the Propeller shafts driven direct by the Turbines or through gearing?

Is shaft or Double Reduction Gear employed?

Revolve per min. of H.P. Turbine at full power

I.P. " " " " " "

A.P. " " " " " "

Is Reduction Shaft

" " " " " "

Propeller Shaft

Total shaft Horse Power

Date of Harbour Trial

Time of day

Direction of Wind

Force of Wind

Turbine driven direct by

Works engine or cast iron

Reduction Gear shaft driven by

Works engine or cast iron



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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

Revs. per min. of Generators at Full Power

„ „ Motors „

„ „ Propellers „

Total Shaft Horse Power „

Date of Harbour Trial

„ Trial Trip

Trials run at

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



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SHAFTING.

Are the Crank Shafts Built or Solid?

Built

No. of Lengths in each

2

Angle of Cranks

120°

Diar. by Rule

11.59"

Actual

12 $\frac{1}{4}$ "

In Way of Webs

12 $\frac{1}{4}$ "

" of Crank Pins

12 $\frac{3}{8}$ "

Length between Webs

13 $\frac{1}{2}$ "

Greatest Width of Crank Webs

23 $\frac{1}{2}$ "

Thickness

8 $\frac{3}{16}$ "

Least

" "

19 $\frac{1}{2}$ "

"

"

Diar. of Keys in Crank Webs

Dowels

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

Length

7"

" Dowels in Crank Pins

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

Length

4"

Screwed or Plain

Plain

No. of Bolts each Coupling

6

Diar. at Mid Length

2 $\frac{7}{8}$ "

Diar. of Pitch Circle

18"

Greatest Distance from Edge of Main Bearing to Crank Web

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

Type of Thrust Blocks

Horse shoe

No. " Rings

5

Diar. of Thrust Shafts at bottom of Collars

12 $\frac{1}{4}$ "

No. of Collars

5

" " Forward Coupling

12 $\frac{1}{4}$ "

At Aft Coupling

12 $\frac{1}{4}$ "

Diar. of Intermediate Shafting by Rule

11.01"

Actual

11 $\frac{3}{8}$ "

No. of Lengths

4

No. of Bolts, each Coupling

6

Diar. at Mid Length

2 $\frac{7}{8}$ "

Diar. of Pitch Circle

18"

Diar. of Propeller Shafts by Rule

12.93

Actual

13 $\frac{1}{8}$ "

At Couplings

12 $\frac{1}{4}$ "

Are Propeller Shafts fitted with Continuous Brass Liners?

yes.

Diar. over Liners

15 $\frac{1}{8}$ "

Length of After Bearings

4'-8"

Of what Material are the After Bearings composed?

Lignum vitae

Are Means provided for lubricating the After Bearings with Oil?

no.

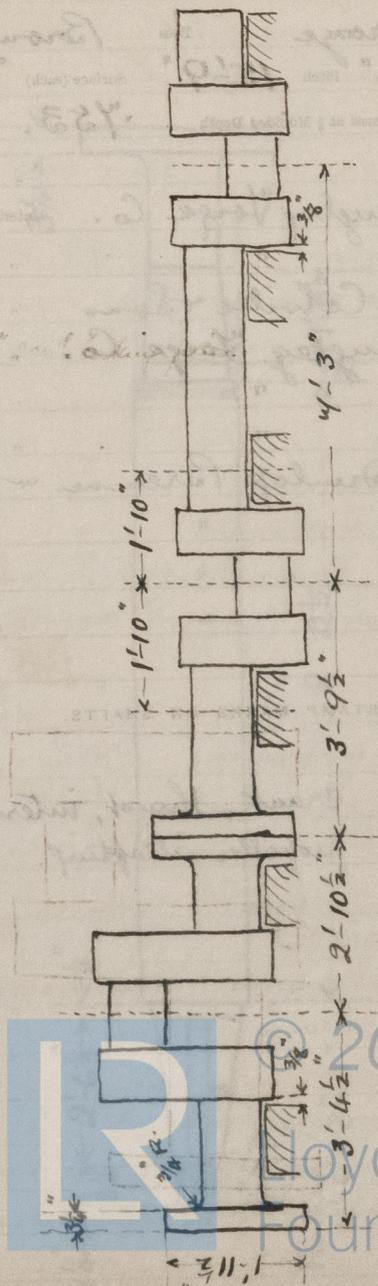
" " to prevent Sea Water entering the Stern Tubes?

no.

If so, what Type is adopted?

✓

SKETCH OF CRANK SHAFT.



No. of Blades each Propeller **4** Fitted or Solid? **Solid**
 Material of Blades **Bronze** Boss **Bronze.**
 Diam. of Propellers **16'-6"** Pitch **15'-9"** Surface (each) **82** S. ft.
 Coefficient of Displacement of Vessel at $\frac{3}{4}$ Moulded Depth **.753.**

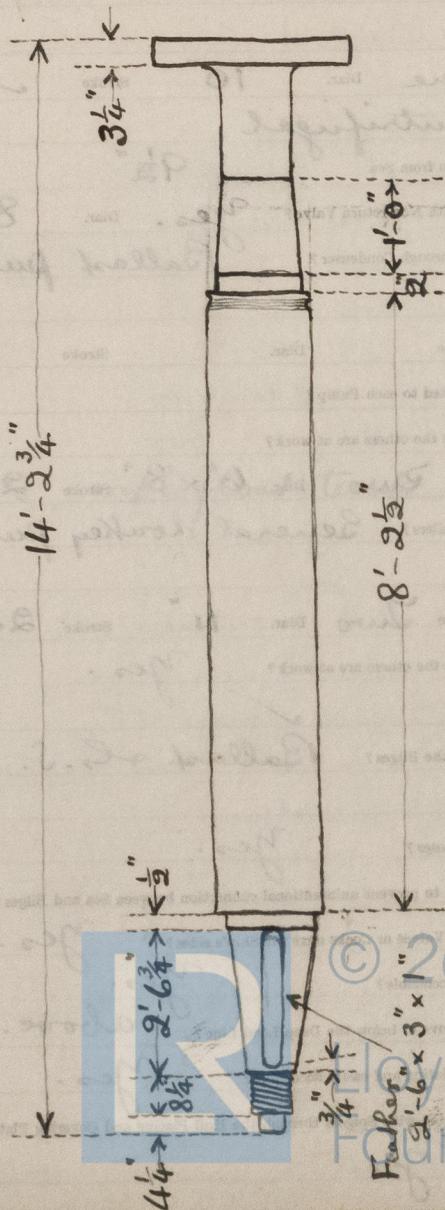
Crank Shafts Forged by **Langley Forge Co.** Material **I. S.**
 „ Pins „ „ „ „
 „ Webs „ **D. Colville & Sons** „ „ „
 Thrust Shafts „ **Langley Forge Co.** „ „ „
 Intermed. „ „ „ „ „
 Propeller „ „ „ „ „
 Crank „ Finished by **Dunlop Bremner & Co.**
 Thrust „ „ „ „ „
 Intermed. „ „ „ „ „
 Propeller „ „ „ „ „

STAMP MARKS ON SHAFTS.

B. C.
 No 6459.
 J. W. H.
 4/3/20.

Crank, Thrust, intermediate, &
 propeller shafting.

SKETCH OF PROPELLER SHAFT.



PUMPS, ETC. OF MAIN ENGINE

No. of Air Pumps *one* Diar. *20"* Stroke *22"*

Worked by Main or Independent Engines? *main*

No. of Circulating Pumps *one* Diar. *10"* Stroke

Type of " *centrifugal*

Diar. of " Suction from Sea *9½"*

Has each Pump a Bilge Suction with No. Return Valve? *yes.* Diar. *8"*

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

No. of Feed Pumps on Main Engine Diar. Stroke

Are Spring-loaded Relief Valves fitted to each Pump?

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

No. of Independent Feed Pumps *two* Diar. *6" x 8"* Stroke *21"*

What other Pumps can feed the Boilers? *General donkey pump.*

No. of Bilge Pumps on Main Engine *two* Diar. *4"* Stroke *22"*

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 & S.*

Are all Bilge Suctions fitted with Roses? *yes.*

Are the Valves, etc., so arranged as to prevent unintentional connection between Sea and Bilges? *yes.*

Are all Sea Connections made with Valves or Cocks next the Ship's sides? *yes.*

Are they placed so as to be easily accessible? *yes.*

Are the Discharge Chests placed above or below the Deep Load Line? *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.

Weir's, with float tank.



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BOILERS.

Works No. **63**

No. of Boilers **2** Type **Marine return tube.**

Single or Double-ended **Single.**

No. of Furnaces in each **4**

Type of Furnaces **Deighton.**

Date when Plan approved **21-3-19.**

Approved Working Pressure **210 lbs./sq"**

Hydraulic Test Pressure **365 "**

Date of Hydraulic Test **30-4-20**

„ when Safety Valves set **21-10-20**

Pressure at which Valves were set **216 lb./sq"**

Date of Accumulation Test **21-10-20.**

Maximum Pressure under Accumulation Test **220 lb./sq"**

System of Draught **Natural**

Can Boilers be worked separately? **Yes.**

Makers of Plates **Shell:- Wm Beardmore & Co. flange:-**

do. wrapper:- **John Spencer & Sons.**

„ Stay Bars **Wm Beardmore & Co.**

„ Rivets **N.W. Rivet, Bolt & Nut Factory.**

„ Furnaces **Wm Beardmore & Co.**

Greatest Internal Diam. of Boilers **16'-0"**

„ „ Length „ **11'-6"**

Square Feet of Heating Surface each Boiler **2611 sq. ft.**

„ „ Grate „ „ **44.25 sq. ft.**

No. of Safety Valves each Boiler **Two** Diam. **2 3/4"**

Are the Safety Valves fitted with Easing Gear? **Yes.**

No. of Pressure Ganges, each Boiler **One** No. of Water Ganges **One**

„ Test Cocks **Three** „ Salinometer Cocks **One**

Test No 3814.



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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~~ Pipes

Are these Pipes connected to Boilers by Cocks or Valves?

✓ Cocks
Valves.

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

Yes, on each.

No. of Strakes of Shell Plating in each Boiler

three

Plates in each Strake

one.

Thickness of Shell Plates Approved

$\frac{17}{32}$ "

in Boilers

Are the Rivets Iron or Steel?

Steel

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

$\frac{1}{2}$ "

inside

$\frac{1}{4}$ "

Are Longitudinal Seams Hand or Machine Riveted?

Machine.

Are they Single, Double, or Treble Riveted?

Treble.

No. of Rivets in a Pitch

5.

Diar. of Rivet Holes

$\frac{17}{32}$ "

Pitch

$10\frac{1}{2}$ "

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

2

Are these Seams Hand or Machine riveted?

Machine.

Diar. of Rivet Holes

$\frac{17}{32}$ "

Pitch

4.34"

No. of Rows of Rivets in Back End Circumferential Seams

2

Are these Seams Hand or Machine Riveted?

Both

Diar. of Rivet Holes

$\frac{17}{32}$ "

Pitch

4.34"

Size of Manholes in Shell

16" x 12"

Dimensions of Compensating Rings

3'-0 $\frac{1}{4}$ " x 2'-8 $\frac{1}{4}$ "



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Thickness of End Plates in Steam Space Approved $1\frac{5}{16}$ "
 " " " " " in Boilers "
 Pitch of Steam Space Stays $1\frac{1}{4}$ "
 Diam. " " " " Approved $3\frac{1}{2}$ " Threads per Inch 8
 " " " " " in Boilers " "
 Material of " " " Steel.
 How are Stays Secured? Nuts inside & outside.
 Diam. and Thickness of Loose Washers on End Plates $10\frac{1}{2}$ " x $\frac{3}{8}$ "
 " " Riveted " " " ✓
 Width " " Doubling Strips " " ✓
 Thickness of Middle Back End Plates Approved $\frac{29}{32}$ "
 " " " " " in Boilers "
 Thickness of Doublings in Wide Spaces between Fireboxes ✓
 Pitch of Stays at " " " " $1\frac{1}{2}$ " x $8\frac{1}{4}$ "
 Diam. of Stays Approved $1\frac{7}{8}$ " Threads per Inch 11
 " " in Boilers " "
 Material " Steel.
 Are Stays fitted with Nuts outside? Yes.
 Thickness of Back End Plates at Bottom Approved $\frac{29}{32}$ "
 " " " " " in Boilers "
 Pitch of Stays at Wide Spaces between Fireboxes $1\frac{1}{2}$ " x 9"
 Thickness of Doublings in " " ✓
 Thickness of Front End Plates at Bottom Approved $1\frac{3}{32}$ "
 " " " " " in Boilers "
 No. of Longitudinal Stays in Spaces between Furnaces 3 (each.)



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Diar. of Stays Approved $2\frac{1}{4}"$ Threads per Inch 8
 " " in Boilers " "
 Material " Steel
 Thickness of Front Tube Plates Approved $1\frac{3}{32}"$
 " " " " in Boilers "
 Pitch of Stay Tubes at Spaces between Stacks of Tubes $1-1\frac{1}{8}" \times 9"$
 Thickness of Doublings in " " "
 " Stay Tubes at " " " $\frac{5}{16}"$ (top corner $\frac{1}{16}"$)
 Are Stay Tubes fitted with Nuts at Front End? No.
 Thickness of Back Tube Plates Approved $1\frac{3}{16}"$
 " " " in Boilers "
 Pitch of Stay Tubes in Back Tube Plates $11\frac{1}{4}" \times 9"$
 " Plain " $4\frac{1}{2}" \times 4\frac{1}{2}"$
 Thickness of Stay Tubes $\frac{5}{16}"$
 " Plain " 8 w.c.
 External Diar. of Tubes $3\frac{1}{4}"$
 Material " Lapwelded wrought iron.
 Thickness of Furnace Plates Approved $2\frac{1}{32}"$
 " " " in Boilers "
 Smallest outside Diar. of Furnaces $3'-5\frac{13}{16}"$
 Length between Tube Plates $4'-6"$
 Width of Combustion Chambers (Front to Back) $3'-2"$ (mean.)
 Thickness of " " Tops Approved $\frac{11}{16}"$
 " " " " in Boilers "
 Pitch of Screwed Stays in C.O. Tops $8\frac{1}{2}" \times 8\frac{15}{16}"$



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VERTICAL DONKEY BOILERS.

No. of Boilers	Type		
Greatest Int. Diar.	36	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

No. of Pipes			
Material			
Length, Width or Diameter			
Internal Diar.			
Thickness			
How are Pipes secured?			
Date of Hydraulic Test			
Test Pressure			
No. of Pipes			
Material			
Length, Width or Diameter			
Internal Diar.			
Thickness			
How are Pipes secured?			
Date of Hydraulic Test			
Test Pressure			



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MAIN STEAM PIPES.

No. of Lengths

4

Material

Wool iron

Brazed, Welded or Seamless

welded

Internal Diar.

4½"

Thickness

¼"

How are Flanges secured?

Screwed

Date of Hydraulic Test

20-10-20

Test Pressure

500 lb./sq"

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diar.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diar.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

EVAPORATORS

FEED WATER HEATERS

FEED WATER FILTERS



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EVAPORATORS.

No. *one* Type *vertical* Tons per Day *15*
 Makers *G. & J. Weir, Ltd.*
 Working Pressure *15 lb.* Test Pressure *Shell 30 lb. Coils 420* - Date of Test *10-11-19.*
 Date of Test of Safety Valves under Steam *24-10-20.*

FEED WATER HEATERS.

No. *one* Type *direct contact*
 Makers *G. & J. Weir, Ltd.*
 Working Pressure *atmos. 5 lb.* Test Pressure *40 lb.* Date of Test *22-11-19*

FEED WATER FILTERS.

No. *one* Type *gravitation* Size
 Makers *Dunlop Bremner & Co.*
 Working Pressure *atmos.* Test Pressure *✓* Date of Test *✓*

LIST OF DONKEY PUMPS.

1. Ballast, fly wheel type, 9" x 9" x 9", by Amos & Smith, Hull.
2. General service, vert. 6 $\frac{1}{4}$ " x 4 $\frac{3}{4}$ " x 6", with float tank, by same makers.



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SPARE GEAR

No. of Top End Bolts.	2	No. of Bot. End Bolts.	2	No. of Cylinder Cover Studs.	6
„ Coupling Bolts	6	„ Main Bearing Bolts	2	„ Valve Chest „	
„ Junk Ring Bolts	6	„ Feed Pump Valves	1 Set	„ Bilge Pump Valves	1 Set
„ H.P. Piston Rings		„ I.P. Piston Rings		„ L.P. Piston Rings	
„ „ Springs		„ „ Springs		„ „ Springs	
„ Safety Valve „	1	„ Fire Bars	80 + 8 wing.	„ Feed Check Valves	1
„ Piston Rods		„ Connecting Rods		„ Valve Spindles	
„ Air Pump Rods		„ Air Pump Buckets		„ Air Pump Valves	1 Set
„ Cir. „		„ Cir. „		„ Cir. „	
„ Crank Shafts		„ Crank Pin Bushes		„ Crosshead Bushes	
„ Propeller Shafts		„ Propellers	1	„ Propeller Blades	Solid
„ Boiler Tubes	6 plain	„ Condenser Tubes	3	„ Condenser Ferrules	20

OTHER ARTICLES OF SPARE GEAR:—

1 donkey feed check valve, 4 escape valve springs,
1 back bridge plate, 1 set front baffle plates,
1 eccentric strap, spares for centrifugal circu-
lating pump, firebricks, + 6 stay nuts: also set
of gear for dynamo engine.

REFRIGERATORS



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ELECTRIC LIGHTING.

Installation Fitted by *J. H. Holmes*
 No. and Description of Dynamos *one 10 KW. direct coupled to single cyl. Robery engine.*
 Makers of Dynamos *Holmes.*
 Capacity *100* Amperes, at *100* Volts, *350* Revois. per Min.
 Current Alternating or Continuous *Continuous*
 Single or Double Wire System *double*
 Position of Dynamos *Star. side eng. room, bott. platform.*
 " Main Switch Board " "
 No. of Circuits to which Switches are provided on Main Switch Board *5*

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.
Saloon & forward	3	32	approx. 25.6	$\frac{4}{14}$	1000 amps. per sq"	100%	600 megohms.
	42	16					
	3	8					
	1 arc lamp.						
Machinery spaces.	30	16	16.8	$\frac{4}{14}$	"	"	
Midships & aft.	2	32	21.9	$\frac{19}{18}$	"	"	
	50	16					
	1	8					
	1 arc lamp.						
Wireless	-	-	13	$\frac{4}{18}$	"	"	

Total No. of Lights *133* No. of Motors driving Fans, &c. *none* No. of Heaters *none*

Current required for Motors and Heaters

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

*one each in
chart room, Saloon pantry, engineer's mess,
and engine room (Star. side)*

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. *18* S.W.G., Largest, No. *18* S.W.G.

How are Conductors in Engine and Boiler Spaces protected? *Lead covered & armoured*

" Saloons, State Rooms, &c., " ? *Lead covered cable.*

What special protection is provided in the following cases?—

- (1) Conductors exposed to Heat or Damp *none necessary.*
- (2) " passing through Bunkers or Cargo Spaces *armoured & piped.*
- (3) " " Deck Beams or Bulkheads *" with W.T. glands.*

Are all Joints in Cables properly soldered and thoroughly Insulated so that the efficiency of the Cables is unimpaired? *no joints.*

Are all Joints in accessible positions, none being made in Bunkers or Cargo Spaces? *no joints.*

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

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

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

Has the Insulation Resistance over the whole system been tested?

What does the Resistance amount to?

Ohms.

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

" " " an Ampere Meter? *"*

Date of Trial of complete Installation *27-10-20* Duration of Trial

6 hours.



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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.

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. "Dido"

as ascertained by ^{me} from personal examination

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

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		£	:	:

See

It is submitted that this Report be approved,

J. Wood Harrington
 Chief Surveyor.

Approved by the Committee for the Class of M.B.S.* on the *22nd December*

1920

Fees advised

Fees paid



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 Secretary.

GENERAL CONSTRUCTION

1900

The cost of labor furnished by the contractor for the construction of the building is as follows:
 1. General Construction
 2. Electrical
 3. Plumbing
 4. Heating
 5. Painting
 6. Other

It is submitted that this report be approved.

Approved by the Committee for the Class of M.B.S. of the University of California
 [Signature]
 [Signature]
 [Signature]



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