

No. 2147

TRANSFERRED TO:
L. R. SYSTEM

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 2046 No. in Register Book 3387

TRANSFERRED TO:
L. R. SYSTEM

S.S. "TELDE"

Makers of Engines ALEX^S STEPHEN & SONS L^{TD}

Works No. 514

Makers of Main Boilers ALEX^S STEPHEN & SONS L^{TD}

Works No. 514

Makers of Donkey Boiler NONE

Works No. ✓

MACHINERY.



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009311-009320-0148

No.

THE BRITISH CORPORATION FOR THE SURVEY

AND

REGISTRY OF SHIPPING.

Report No. 2046 No. in Register Book 3389

Received at Head Office 27 June 1927

Surveyor's Report on the New Engines, Boilers, and Auxiliary
Machinery of the ~~Single Triple~~ ~~Twin Quadruple~~ Screw STEAMSHIP

"TELDE"

Official No.

Port of Registry

GLASGOW

Registered Owners

ELDERS & FYFFES, L^{TD}

Engines Built by

ALEX^E STEPHEN & SONS, L^{TD}

at

LINTHOUSE, GLASGOW.

Main Boilers Built by

ALEX^E STEPHEN & SONS, L^{TD}

at

LINTHOUSE, GLASGOW.

Donkey " "

NONE

at

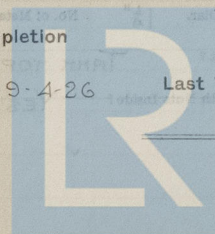
Date of Completion

First Visit 19-4-26

Last Visit

9-6-27

Total Visits 91



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Works No.	No. of Sets	Description
51A	ONE	

TRIPLE EXPANSION, SURFACE CONDENSING, DIRECT ACTING

If not, how are they fitted?

THE STEEL CO. OF SCOTLAND, LTD

Piston	55	55	10
--------	----	----	----

Crossheads, No. of L.P. 10

Connecting Rods, Finished by ALEX^R STEPHEN & SONS, LTD

Piston " "

Crossheads, " 10 1/2 by 10 1/2 by 10 1/2

Date of Harbour Trial 4-G-27

AFTER ALTERATIONS

" Trial Trip 9-6-27

10:9. -34

Trials run at FIRTH OF CLYDE

Were the Engines tested to full power under Sea-going conditions?

Y

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

Revol. per min.

Pressure in 1st I.P. Receiver, 28.9 lbs., 2nd I.P., 63.75 lbs., L.P., 13 lbs., Vacuum, 24.75 ins

Speed on Trial

14.8 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.

2400

Revol. per min.

Estimated Speed

13½ KNOTS

CORNER CHOCKS

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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.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.

10 NEW PROPELLER. 8/34 MANGANESE SOLID.

No. of Blades each Propeller 4 Fitted or Solid? FITTED
 Material of Blades MANGANESE BRONZE Boss CAST IRON
 Diam. of Propellers 13'-6" Pitch 12'-9" TO 15'-9" Surface (each 58 S. ft.
 Coefficient of Displacement of Vessel at $\frac{1}{2}$ Moulded Depth

Crank Shafts Forged by THE LANGLEY FORGE CO. LTD. Material INGOT STEEL
 " Pins " Do. " Do.
 " Webs " Do. " Do.
 Thrust Shafts " Do. " Do.
 Intermed. " Do. " Do.
 Propeller " Do. " Do.
 Spare Crank " Finished by THE DENNYSTONE FORGE CO. LTD. " Do.
ALEX^S STEPHEN & SONS. LTD.
 Thrust " " Do.
 Intermed. " " Do.
 Propeller " " Do.
 Spare " " " Do.

STAMP MARKS ON SHAFTS.

B.C.
 No 10233
 G. S. M.
 14/9/26

CRANK SHAFT

B.C.
 No 10409
 G. S. M.
 23/3/27

THRUST SHAFT

B.C.
 No 10409
 G. S. M.
 23/3/27

INTERMEDIATE SHAFTS

B.C.
 No 10403
 G. S. M.
 10/2/27

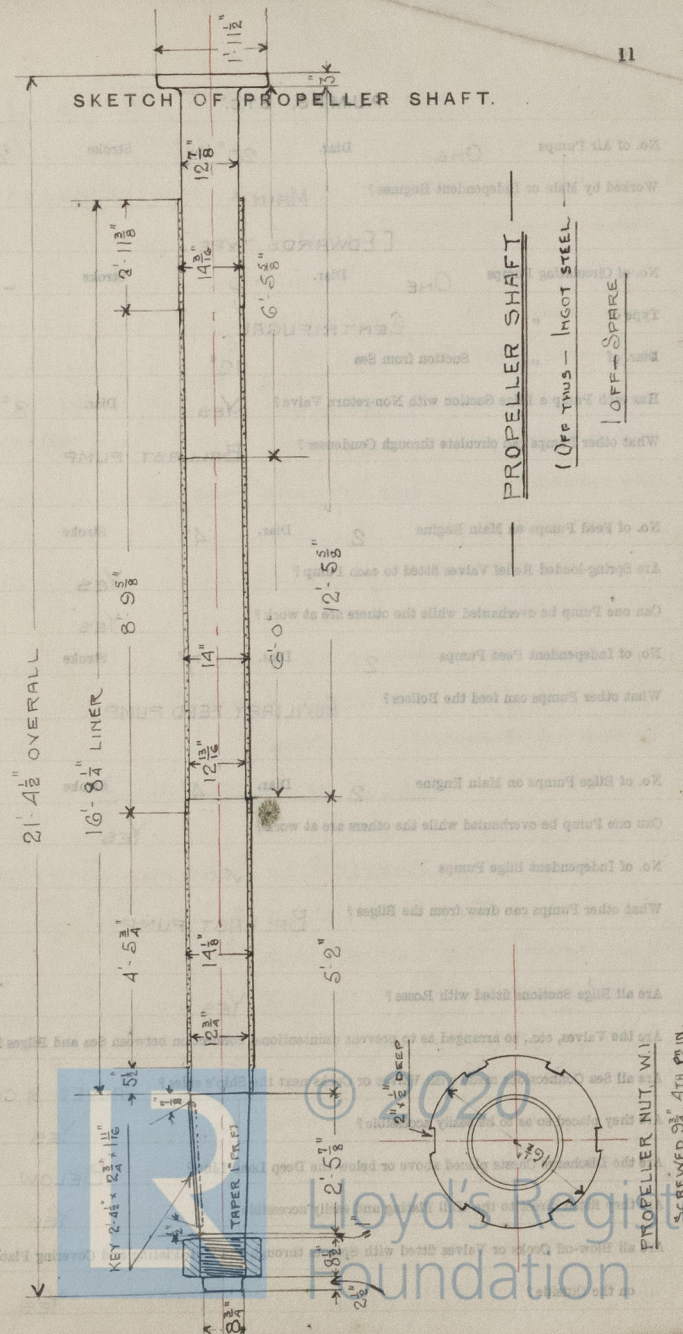
PROPELLER SHAFT

B.C.
 No 10551
 G. S. M.
 19-5-27

SPARE PROP^S SHAFT

11

SKETCH OF PROPELLER SHAFT.



PUMPS, ETC.

No. of Air Pumps ONE Diar. 20" Stroke 22"

Worked by Main or Independent Engines? MAIN

[EDWARDS TYPE]

No. of Circulating Pumps ONE Diar. - Stroke -

Type of " CENTRIFUGAL

Diar. of " Suction from Sea 12"

Has each Pump a Bilge Suction with Non-return Valve? YES Diar. 8"

What other Pumps can circulate through Condenser? BALLAST PUMP

No. of Feed Pumps on Main Engine 2 Diar. 4" Stroke 22"

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 2 Diar. 7" Stroke 21"

What other Pumps can feed the Boilers? AUXILIARY FEED PUMP

No. of Bilge Pumps on Main Engine 2 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 PUMP

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? VALVES & COCKS

Are they placed so as to be easily accessible? YES

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

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



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BOILERS.

Works No. 514

No. of Boilers 3 Type CYLINDRICAL, MULTITUBULAR

Single or Double-ended SINGLE

No. of Furnaces in each 3

Type of Furnaces DEIGHTON

Date when Plan approved 7-5-26

Approved Working Pressure 205 LBS.

Hydraulic Test Pressure 358 LBS

Date of Hydraulic Test SEE OPPOSITE PAGE

„ when Safety Valves set 4-6-27

Pressure at which Valves were set * 211 LBS.

Date of Accumulation Test 4-6-27

Maximum Pressure under Accumulation Test 216 LBS

System of Draught CLOSED ASHPITS

Can Boilers be worked separately? YES

Makers of Plates THE STEEL CO. OF SCOTLAND, L^{TD}

„ Stay Bars THE STEEL CO. OF SCOTLAND, L^{TD}

„ Rivets THE RIVET, BOLT & NUT CO. L^{TD}

„ Furnaces THE LEEDS FORGE CO. L^{TD}

Greatest Internal Diam. of Boilers 13' 3"

„ „ Length „ 11' 0"

Square Feet of Heating Surface each Boiler 1890

„ „ Grate „ „ 495

No. of Safety Valves each Boiler 2 Rule Diam. $1\frac{7}{8}$ " "High Lift" Actual $2\frac{3}{4}$ " "High Lift"

Are the Safety Valves fitted with Easing Gear? YES

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

„ Test Cocks „ 3 „ Salinometer Cocks ONE

STAMP MARKS ON BOILERS

SEPTEMBER 1934.
CONVERSION TO OIL FUEL.

FORWARD

B.C. TEST

No 5005

T.P. 358 LBS

W.P. 205 LBS

G. S.M.

31/3/27

PORT AFT

B.C. TEST

No 5006

T.P. 358 LBS

W.P. 205 LBS

G. S.M.

6/4/27

STARBOARD AFT

B.C. TEST

No 5005

T.P. 358 LBS.

W.P. 205 LBS.

G. S.M.

31/3/27

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Are the Water Gauges fitted direct to the Boiler Shells or mounted on Pillars? **MOUNTED ON PILLARS**

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

Are these Pipes connected to Boilers by Cocks or Valves? **COCKS**

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

No. of Strakes of Shell Plating in each Boiler **ONE**

„ Plates in each Strake **TWO**

Thickness of Shell Plates Approved **1 1/4"**

„ „ in Boilers **1 1/4"**

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 **1"**

„ inside „ **1 1/8"**

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 5/16"** Pitch **9 1/8"**

No. of Rows of Rivets in Centre Circumferential Seams **2**

Are these Seams Hand or Machine Riveted? **MACHINE**

Diam. of Rivet Holes **1 5/16"** Pitch **9 1/8"**

No. of Rows of Rivets in Front End Circumferential Seams **2**

Are these Seams Hand or Machine riveted? **MACHINE**

Diam. of Rivet Holes **1 5/16"** Pitch **9 1/8"**

No. of Rows of Rivets in Back End Circumferential Seams **2**

Are these Seams Hand or Machine Riveted? **MACHINE**

Diam. of Rivet Holes **1 5/16"** Pitch **9 1/8"**

Size of Manholes in Shell **16" x 12"**

Dimensions of Compensating Rings **3'-0" x 2'-10 1/8" x 1 1/8"**



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Thickness of End Plates in Steam Space Approved

 $\frac{17}{32}$ "

" " " " " in Boilers

 $\frac{9}{32}$ "

Pitch of Steam Space Stays

 $17\frac{1}{2}" \times 20"$ Diar. " " " " Approved $3\frac{1}{8}"$ Threads per Inch

6

" " " " " in Boilers $3\frac{1}{8}"$ "

6

Material of " " "

STEEL

How are Stays Secured?

DOUBLE NUTS

Diar. and Thickness of Loose Washers on End Plates

" " Riveted " " "

Width " " Doubling Strips "

Thickness of Middle Back End Plates Approved

 $\frac{27}{32}$ "

" " " " " in Boilers

 $\frac{13}{16}$ "

Thickness of Doublings in Wide Spaces between Fireboxes

✓

Pitch of Stays at " " " "

 $9" \times 8"$ Diar. of Stays Approved $\frac{5}{8}"$ Threads per Inch

9

" " in Boilers $\frac{5}{8}"$ "

9

Material "

STEEL

Are Stays fitted with Nuts outside?

YES

Thickness of Back End Plates at Bottom Approved

 $\frac{27}{32}$ "

" " " " " in Boilers

 $\frac{13}{16}$ "

Pitch of Stays at Wide Spaces between Fireboxes

 $9" \times 8"$

Thickness of Doublings in " "

✓

Thickness of Front End Plates at Bottom Approved

 $\frac{23}{32}$ "

" " " " " in Boilers

 $\frac{23}{32}$ "

No. of Longitudinal Stays in Spaces between Furnaces

ONE

Threads per Inch

Diar. of Stays Approved

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

The Stay Tubes fitted with Nuts at Front End?

Thickness of Back Tube Plates Approved

in Boilers

Pitch of Stay Tubes in Back Tube Plates

Pitch

Thickness of Stay Tubes

Pitch

External Diar. of Tubes

Material

Thickness of Furnace Plates Approved

in Boilers

Smallest outside Diar. of Furnaces

Leading between Tubes

Which of Construction Chambers (front to back)

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Diarr. of Stays Approved	$2\frac{3}{4}$ "	Threads per Inch	6
" " in Boilers	$2\frac{3}{4}$ "		6
Material "			STEEL
Thickness of Front Tube Plates Approved			$\frac{29}{32}$ "
" " " " in Boilers			$\frac{29}{32}$ "
Pitch of Stay Tubes at Spaces between Stacks of Tubes			$7\frac{1}{2}$ "
Thickness of Doublings in " " "			✓
" Stay Tubes at " " "			$\frac{3}{8}$ " & $\frac{1}{2}$ "
Are Stay Tubes fitted with Nuts at Front End?			No
Thickness of Back Tube Plates Approved			$\frac{13}{16}$ "
" " " in Boilers			$\frac{13}{16}$ "
Pitch of Stay Tubes in Back Tube Plates			$7\frac{1}{2}$ "
" Plain "			$5\frac{1}{4}$ " x $5\frac{1}{2}$ "
Thickness of Stay Tubes			$\frac{5}{16}$ ", $\frac{3}{8}$ ", $\frac{1}{2}$ "
" Plain "			8 W.G.
External Diarr. of Tubes			$2\frac{1}{2}$ "
Material "			IRON
Thickness of Furnace Plates Approved			$\frac{17}{32}$ "
" " " in Boilers			$\frac{17}{32}$ "
Smallest outside Diarr. of Furnaces			$3'-1\frac{1}{16}"$
Length between Tube Plates			$7'-4\frac{1}{2}"$
Width of Combustion Chambers (Front to Back)			$2'-8\frac{3}{4}"$ MEAN
Thickness of " " Tops Approved			$\frac{21}{32}$ "
" " " in Boilers			$\frac{21}{32}$ "
Pitch of Screwed Stays in C.O. Tops			$7\frac{3}{4}"$ x $9"$

Diar. of Screwed Stays Approved $1\frac{5}{8}$ " Threads per Inch 9
 " " " in Boilers $1\frac{5}{8}$ "
 Material " " STEEL

Thickness of Combustion Chamber Sides Approved $2\frac{1}{32}$ "
 " " " in Boilers $2\frac{1}{32}$ "
 Pitch of Screwed Stays in C.O. Sides $8" \times 9"$
 Diar. " " Approved $1\frac{5}{8}$ " Threads per Inch 9
 " " " in Boilers $1\frac{5}{8}$ "
 Material " " STEEL

Thickness of Combustion Chamber Backs Approved $2\frac{1}{32}$ "
 " " " in Boilers $2\frac{1}{32}$ "
 Pitch of Screwed Stays in C.O. Backs $8\frac{1}{2}" \times 8\frac{1}{2}"$
 Diar. " " Approved $1\frac{5}{8}$ " $1\frac{7}{8}"$ $2\frac{1}{8}"$ Threads per Inch 9
 " " " in Boilers $1\frac{5}{8}"$ $1\frac{7}{8}"$ $2\frac{1}{8}"$ 9
 Material " " STEEL

Are all Screwed Stays fitted with Nuts inside C.O.? YES
 Thickness of Combustion Chamber Bottoms $1\frac{7}{8}"$

No. of Girders over each Wing Chamber 4
 " " " Centre " 4
 Depth and Thickness of Girders $9" \times \text{Two } \frac{3}{4}" \text{ PLATES}$
 Material of Girders STEEL
 No. of Stays in each 3

No. of Tubes, each Boiler 211 PLAIN, 105 STAY, 316 TOTAL
 Size of Lower Manholes $16" \times 12"$

VERTICAL DONKEY BOILERS

No. of Boilers
 Type
 Diameter in Dia.
 Height
 Height of Boiler Crown above Fire Grate
 Are Boiler Crowns Flat or Dished?
 Internal Radius of Dished Ends
 Description of Stays in Boiler Crown
 Diar. of Rivet Holes
 Pitch
 Height of Rivet Crown above Fire Grate
 Are Rivet Crowns Flat or Dished?
 Internal Radius of Dished Crowns
 Thickness of Plates
 Material
 Diar.
 No. of Crown Stays
 External Diar. of Rivet at Top
 Thickness of Plates
 No. of Water Tubes
 Material of Water Tubes
 Size of Manhole in Shell
 Dimensions of Combustion Flue
 Heating Surface, each Boiler
 Gross Surface

SUPERHEATERS

Description of Superheaters

Where situated?

Which Boilers are connected to Superheaters?
 Can Superheaters be run on their own without the Boilers?

No. of Safety Valves on each Superheater

Height of Safety Valve

Date of Hydraulic Test

Date when Boilers were last



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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	3	1
Material	STEEL	STEEL
Brazed, Welded or Seamless	SEAMLESS	SEAMLESS
Internal Diam.	4 $\frac{3}{4}$ "	7 $\frac{1}{2}$ "
Thickness	$\frac{1}{4}$ "	$\frac{5}{16}$ "
How are Flanges secured?	SCREWED & EXP.	SCREWED & EXP.
Date of Hydraulic Test	11-5-27	26-5-27
Test Pressure	615 Lbs. (A 2.3.4.)	615 Lbs. (A 10)

No. of Lengths	2	4
Material	STEEL	STEEL
Brazed, Welded or Seamless	SEAMLESS	SEAMLESS
Internal Diam.	4 $\frac{3}{4}$ "	4 $\frac{3}{4}$ "
Thickness	$\frac{1}{4}$ "	$\frac{1}{4}$ "
How are Flanges secured?	SCREWED & EXP.	SCREWED & EXP.
Date of Hydraulic Test	28-5-27	31-5-27
Test Pressure	615 Lbs. (A. 8.9.)	615 Lbs. (A 1.5.6.7.)

No. of Lengths	3
Material	STEEL
Brazed, Welded or Seamless	SEAMLESS
Internal Diam.	4 $\frac{3}{4}$ "
Thickness	$\frac{1}{4}$ "
How are Flanges secured?	SCREWED & EXP.
Date of Hydraulic Test	11-5-27
Test Pressure	615 Lbs. SEE ABOVE (A 2.3.4.)

MAIN STEAM PIPES

A 1-5 MAIN STEAM FROM FOR^d BOILER
 A 6-7 " " " P.A. "
 A 8-9 " " " S.R. "
 A 10 " " IN ENGINE ROOM



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EVAPORATORS.

No. ONE Type VERTICAL No 82125 Tons per Day 15
 Makers G. & J. WEIR, L^o CATHCART
 Working Pressure S.V.s SET @ 15 Lbs. Test Pressure SHELL... 30 Lbs. COILS... 410 Lbs. Date of Test 9-12-26
 Date of Test of Safety Valves under Steam 4-6-27

FEED WATER HEATERS.

No. ONE Type "DIRECT CONTACT" 21"
 Makers G. & J. WEIR, L^o CATHCART No 82123
 Working Pressure ESCAPE SET @ 20 Lbs. Test Pressure 40 Lbs. Date of Test 9-12-26

FEED WATER FILTERS.

No. ONE Type "CLIMAX" No 3921 Size 3"
 Makers HOCKING & C. L^o LIVERPOOL
 Working Pressure 205 Lbs. Test Pressure 500 Lbs. Date of Test 28-2-27.

LIST OF DONKEY PUMPS.

MAIN FEED PUMPS 2 OFF. WORTHINGTON-SIMPSON, L^o No W.S. 749229 10" x 7" x 21"
 SUCTION:-
 AUX^y Do 1 OFF. THOM, LAMONT & C. L^o No 13810 7" x 5" x 12"
 SUCTION:- F.W. TANKS. SEA. CONTROL TANK. DISCHARGE:- FEED RANGE
 GENERAL SERVICE P/P 1 OFF. THOM, LAMONT & C. L^o No 13607 8" x 6" x 18"
 SUCTIONS:- F.W. TANKS. HOTWELL BALLAST MAIN BOILERS. SEA.
 DISCHARGES:- AUX^y CONDENSER. CAN^y RANGE. FEED RANGE. OVERBOARD.
 BALLAST PUMP 1 OFF. THOM, LAMONT & C. L^o No 13604 9 1/2" x 11" x 18"
 SUCTIONS:- BILGE MAIN. BILGE DIRECT. BALLAST MAIN.
 DISCHARGES:- MAIN CONDENSER. AUX^y DO. AFT PEAK. OVERBOARD.
 FRESH WATER PUMP 1 OFF. THOM, LAMONT & C. L^o No 13614 5" x 5" x 8"
 SUCTION:- DBL. BY^m TANKS. DISCHARGES:- DITTO & F.W. TANKS.
 CIRCULATING PUMP 1 OFF. DRYSDALE & C. No 17354 12" SUCTION
 SUCTIONS:- SEA. BILGE. DISCHARGE:- OBOARD THRO CONDENSER.

PUMPING TRIALS SATISFACTORILY CARRIED OUT, 17th JUNE, 1927



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SPARE GEAR.

No. of Top End Bolts.	1 SET	No. of Bot. End Bolts.	1 SET	No. of Cylinder Cover Studs	6
" Coupling Bolts	1 SET	" Main Bearing Bolts	2	" Valve Chest "	6
" Junk Ring ^{Studs} Bolts	6	" Feed Pump Valves	1 SET	" Bilge Pump Valves	1 SET
" H.P. Piston Rings	1 SET	" I.P. Piston Rings	1 SET	" L.P. Piston Rings	1 SET
" " Springs	1 SET	" " Springs	1 SET	" " Springs	1 SET
" Safety Valve "	1 SET	" Fire Bars	1 SET FOR BOILER	" Feed Check Valves	2 M. 2 Aux.
" Piston Rods	✓	" Connecting Rods	✓	" Valve Spindles	✓
" Air Pump Rods	1	" Air Pump Buckets	✓	" Air Pump Valves	1 SET
" Cir. "	✓	" Cir. "	✓	" Cir. "	✓
" Crank Shafts	✓	" Crank Pin Bushes	1 SET	" Crosshead Bushes	✓
" Propeller Shafts	1	" Propellers	✓	" Propeller Blades	✓
" Boiler Tubes	12	" Condenser Tubes	24	" Condenser Fernules	50

OTHER ARTICLES OF SPARE GEAR:—

- 2 ECCENTRIC STRAP BOLTS & NUTS.
- 1 SET (6) PADS FOR MICHELL THRUST BLOCK
- 2 MAIN FEED CHECK VALVES.
- 2 AUX. DO.
- 1 SET OF VALVES & SEATS FOR PUMPS OF EACH DONKEY ENGINE.
- 1 " " WEARING PARTS FOR EACH SIZE OF PISTON ROD & VALVE
- SPINDLE PACKING OF MAIN ENGINES.
- 1 " " RELIEF VALVE SPRINGS
- 100 BOLTS & NUTS, ASSORTED
- 100 GAUGE GLASSES
- 1 SET OF STUDS & NUTS FOR 1 PROPELLER BLADE.
- BAR AND PLATE IRON, ASSORTED.

RECONSTRUCTION - SEPTEMBER 1934
OIL FUEL UNITS. TODD'S SYSTEM.

INCLUDING HEATERS, PARAFFIN LIGHTING-UP TANKS, HAND COMPRESSOR,
OIL SEPARATOR, PUMPS, ROYLE'S STRAINER,

2. STAGE AIR EJECTOR " G. & J. WEIR LTD FOR AUX. LINE
CONDENSER CIR. PUMP DRYSDALE UPRIGHT

CONDENSATE PUMP. DRYSDALE UPRIGHT 28885 "

OIL TRANSFER " A6822 G & J WEIR LTD

NEW AUX. CONDENSER

OIL UNIT PUMPS. WORTHINGTON 3 1/4" x 3 1/2" x 5 1/2" 88 5623-4

REFRIGERATORS. FITTED SEPTEMBER 1934
SEE PAGE 42.

No. of Machines 2 SETS.

Capacity of each

NOS 9044-S

Makers J & E HALL LTD ENG. WH ALLEN & SONS LTD

Description TWO CYL. COMPOUND S.A. VERT 8" BORE 7 1/2" STROKE DRIVEN

BY TWO CYL. COMPOUND STEAM ENG 7 1/2" x 15" x 165 lbs / d 90 BHP 425 R.

COMPLETE WITH CONDENSERS, EVAPORATORS, NH₃ SYSTEM.
BRINE COOLING, BATTERIES, AIR CIRCULATING FANS MOTOR DRIVEN.

No. of Steam Cylinders, each Machine 2

No. of Compressors 2

No. of Cranks 2

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

or Independently

BRINE 2 OFF CENT. DRYSDALE MOTOR DRIVEN SUNDERLAND FORCE 2 ECO

CIRCULATING NH₃ COMPRESSOR DUPLEX STEAM WORTHINGTON SIMPSON.

BALLAST PUMP STAND BY.

STEAM CONDENSER PUMPS STAND BY MAIN CONDENSER.

1 CIRCULATING CENT DRYSDALE MOTOR DRIVEN SUNDERLAND FORCE 10 1/2 BHP

1 EXTRACTOR " " " " " " 3 BHP

1 AIR EJECTOR WEIRS.

AIR COOLERS BRINE GRIDS FITTED BY FINS 4 F 22 A.
FANS MOTOR DRIVEN BY BELTS 4 F 2 A. 6 HP + 4 HP 20 HPA.System of Refrigeration NH₃ COLD AIR CURRENT BRINE COOLERS

Insulation GRANULATED CORK ABOUT 8" THICK 9 lbs / cf

Are Brine and other Regulating Valves placed so as to be accessible without entering the Insulated

Spaces? YES.

AIR COOLING BATTERIES

2 MAIN DECK FD.

9 CIRCUITS

2 TWEEN "

19 "

2 AFT SPACES.

19 "

Are all Pipes, Air Trunks, &c., well secured and protected from risk of damage? YES

Are all Bilge, Sounding, and Air Pipes in Insulated Spaces properly insulated? YES

Are Thermometer Tubes so arranged that Water cannot enter and freeze in them? -

Date of Test under Working Conditions

ALL REFRIG M/CRY IN DUPLICATE - EXCEPT FANS & BRINE COOLER 1 SET -
TO MAINTAIN AFRUIT TEMP OF 53°F. & REDUCE A FULL CARGO OF BANANAS
FROM 86°F TO 53°F IN 24 HOURS WHEN SEAT 86°F FAN CAPACITY 70 AIR
CHANGES PER HOUR WHEN HOLDS EMPTY NH₃ REGULATOR AUTOMATOR FLOAT
TYPE

RESULTS OF TRIALS.

COMPARTMENT.	Temp. at beginning of Trial.		Temp. at end of Trial.		Time required to obtain this Result.	Rise of Temp. after 12 hours.
<u>FORWARD SPACES</u>	P	A	P	A	12 hours.	
MAIN DECK	22	17	38	38	SPACE OPEN	18°F.
LOWER TWEEN DECK	19	21	32	30	-	11°F.
LOWER HOLD	21	20	32	32	-	11½°F.
<u>AFT SPACES</u>	F	A				
LOWER TWEEN DECK	16	23	34	35	-	18°F.
	18	20	32	31	-	12°F.
LOWER HOLD	21	20	32	32	-	11½°F.
SEA BRINE	{ DELIVERY RETURN.	15°F	13°F	AVER COOLED TEMP 19.5°		
		17°F.		AFTER 12 HOURS 32.3°		
SEA				AVERAGE RISE 12.3°F		
PREVIOUS TO TESTS M/CRY WAS RUN FOR ABOUT 18 HOURS WITH ALL						
HOLDS OPEN & BRINE HEATER ON BRINE TEMP AT 33°F TO						
TEST MACHINES.						

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

- 1 COMP CYL. COMPLETE WITH COVER & VALVES
- 1 " PISTON " " GUDGEON PIN, CON, ROD & RINGS TOP & BOT BUSH
- 3 MAIN BEARINGS COMPLETE.
- 2 " " BOLTS & NUTS.
- 1 SET PISTON RINGS FOR EACH CYL
- 6 OFF EACH VALVE FITTER
- 12 DELIVERY SPRINGS.
- 1 NH₃ REGULATING VALVE.

24 SAFETY DISCS SUNDAY JOINTS NH_3V_3 FLANGES GAUGES PACKING SPINDLE
BRINE PIPING & COCKS NH_3 PIPING ETC.

STEAM ENGINE.

6 CONDENSER TUBES 24 FERRULES. 1 PAIR MAIN BEARING 2 BOLTS FOR EACH.

1 PAIR CON. ROD BEARING 2 BOLTS. 1 PAIR CROSSHEAD BEARINGS 2 BOLTS

1 PISTON WITH RINGS 1 PISTON ROD EACH TYPE 2 PISTON RINGS FOR HP & LP.

1 HP VALVE SPINDLE. 1 ECC. STRAP & ROD. WITH BUSHES.

1 SET GOV'NG SPRINGS 1 SET GLAND PACKING

ELECTRIC LIGHTING, Continued.

Circuit	Number of Lights	Candle Power	Current Required. Amps.	Size of Conductor	Current Density	Conductivity of Conductor	Insulation Resistance per Mile.
15. No. 4 FAN ASH HOIST		16 C.P. to 200W.	58.6	1/0 GA	976	60	600 MEGOHMS
16. STOREHOLD LIGHTS &c.	10	1 ASH HOIST	28.2	7/0 GA	1250	22.5	

NH_3 CONDENSER PUMP WORTHINGTON.

1 SET VALVE SPRINGS 1 PUMP BUCKET & ROD.

1 SET STEAM PISTON RINGS 1 SET GLAND PACKING.

PUMPS BRINE CIRC. STEAM CONDENSER CONDENSATE.

IMPELLER 1 OFF 1 OFF 1 OFF

SPINDLE 1 4 1 4

MOTORS FOR EACH SIZE FITTED

1 ARMATURE

1 SET FIELD COILS & INTERPOLE COILS.

1 SET BEARINGS

1 BRUSH HOLDERS ETC.

ELECTRIC LIGHTING.

Installation Fitted by ALEX. STEPHEN & SONS, LTD

No. and Description of Dynamos 2 OPEN TYPE, COMPOUND WOUND

Makers of Dynamos CAMPBELL & ISHERWOOD, LTD. BOOTLE. LIVERPOOL.

Capacity " 182 Amperes, at 110 Volts, 500 Revols. per Min. 20 Kw.

Current Alternating or Continuous CONTINUOUS

Single or Double Wire System SINGLE

Position of Dynamos ENGINE ROOM PLATFORM, STARBOARD SIDE.

" Main Switch Board BY DYNAMOS

No. of Circuits to which Switches are provided on Main Switch Board 16

Particulars of these Circuits:—

Circuit.	Number of Lights.	Candle Power.	Current Required. Amps.	Size of Conductor.	Current Density.	Conductivity of Conductor.	Insulation Resistance per Mile.
NAVIGATION	21	60 C.P. to 100W					
	2	C. SCREEN	11.72	7/052	808	14.5	600 MEGOHMS
WIRELESS	1/2 KW	SET	4.54	7/036	650	7	"
	18	16 C.P. to 30W.					
BRIDGE DECK LIGHTS.	5	FANS	8.1	7/044	810	10	"
	43	16 C.P. to 30W					
MID. FOR & FORECASTLE	10	FANS	18.95	7/064	840	22.5	"
ENG. OFF. ACCOM.	45	16 C.P. to 200W					
MACHINERY SPACES &c	5	FANS	20.02	7/064	895	22.5	"
FORE HOLD LIGHTS	30	30	8.45	7/044	845	10	"
AFT	26	30	7.09	7/044	709	10	"
CREWS QUARTERS	30	16 C.P. to 30W	8.92	7/044	892	10	"
	24	16 C.P.					
CARGO LIGHTS	2	500W.	21.57	19/052	539	40	"
	3 RAD.	1000W.					
HEATERS. (FOR ACCOM.)	10 RAD.	650W	86.36	19/083	864	100	"
Do (AFT)	12 RAD.	650W	70.9	19/083	709	100	"
No. 1 FAN			58.6	19/064	976	60	"
" 2 "			"	"	"	"	"
" 3 "			"	"	"	"	"

Total No. of Lights 250 No. of Motors driving Fans, &c. 17 No. of Heaters 25

Current required for Motors and Heaters 415.1 AMPS.

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

NONE ———

Are Out-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits

YES

On Aux. " " each Auxiliary Circuit

✓

Wherever a Cable is reduced in size

YES

To each Lamp Circuit

YES

To both Flow and Return Wires of all Circuits when the Double-Wire System is adopted

NO FUSES ON EARTH SIDE

Are the Fuses of Standard Sizes?

YES

Are all Switches and Cut-outs constructed of Non-inflammable Material?

YES

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

YES

Smallest Single Wire used, No. 3/029 S.W.G., Largest, No. 37/083 S.W.G.

How are Conductors in Engine and Boiler Spaces protected? LEAD COVERED, ARMoured & BRAIDED.

" Saloons, State Rooms, &c., " ? V.I.R. RUN IN WOOD CASING, & TUBING

What special protection is provided in the following cases? IN CREW'S QUARTERS.

(1) Conductors exposed to Heat or Damp

L.C. & B. OR TUBING;

(2) " " passing through Bunkers or Cargo Spaces

V.I.R. IN CASING

(3) " " Deck Beams or Bulkheads

BUSHED WITH FIRE OR LEAD & BULKHEAD GLANDS.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

Ship S.S. "Telde"
 Owners United Fruit Coy.
 Builders Repair Yard No. _____

ELECTRICAL INSTALLATION

Installation fitted by Overhauled by Alex. Stephen & Sons, Ltd, Linthouse
 Makers of Dynamos, The Sunderland Forge Co. Ltd, England. Nos F 2691 R2B.
 Description of Dynamos, Compound wound, direct coupled to Steam Engine
 Number of Dynamos, 2 Revs. per min. 450 Amperes, 591 Volts, 110 Total Capacity, 65 Kw. each
 Current alternating or continuous, Continuous System of Wiring, 2-wire ford, single aft.
 Position of Dynamos, Engine Room, starbd, aft.
 Makers of Prime Movers, W. H. Allen, Sons & Coy, Ltd, Bedford, England.
 Description of Prime Movers, Steam Engines. 8" 21.5" dia 6 1/2" stroke 9.6 BHP. R1/44.165/8
 Position of Main Switch Board, Engine Room bulkhead, starbd, aft.
 No. of Circuits to which Switches are provided on Main Switch Board, 25.

Particulars of these Circuits :—

Circuit.	No. of Lights.	No. of Motors.	No. of Heaters.	Current Reqrd., Amps.	Size of Cable.	Rated Max. Capacity.	Insulation and Covering.	Insulation Resistance per Mile.
Navigation Lights	16	2		5.6	7/052	37	V. I. R. Lead covered on Bridge	megohms. 900.
Bridge Dk. Lights.	20	5		10	7/044	31	V. I. R.	"
Hold Lts. Forward	38			13.8	7/044	31	"	"
" " aft.	28			10.2	7/044	31	"	"
Upper Dk. Lts. Forward	47	10		22	7/064	46	"	"
Eng. Rm. & Eng. Accom. Lts.	61	5		34	7/064	46	L.S.A.B. & V. I. R.	"
Crew Lighting	32			11.6	7/044	31	V. I. R.	"
Cargo Deck Lighting	26			22	19/052	64	"	750
Upper Dk. Heating, fwd.			13	90	19/083	118	"	600
" " aft.			12	71	19/083	118	"	"
Boiler Room Lts.	17			6.2	7/064	46	L.S.A.B. & V. I. R.	900
Supply & Exhaust Fans		4		50.5	19/052	64	V. I. R.	750
Wireless		1		26	7/064	46	"	900.
Main Deck:-								
Cargo Fan, port, fwd.		1		54	19/052	64	"	750.
" " star, "		1		54	19/052	64	"	"
Lower Deck:-								
Cargo Fan, port, fwd.		1		114	19/083	118	"	600
" " star, "		1		114	19/083	118	"	"
Upper Deck:-								
Cargo Fan, port, aft.		1		160	37/083	184	"	"
" " star, "		1		160	37/083	184	"	"
Shore Connection				90	19/083	118	L.S.A. & B.	"
Brine Pump.		1		204	37/093	214	"	"
" " "		1		204	37/093	214	"	"
Forced Draught Fan.		1		60	19/064	83	"	750.
Steam Cond. Water Pump.		1		86	19/083	118	"	600.
Condensate Pump.		1		27	7/044	31	"	900.

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AUXILIARY SWITCH BOARDS.

Impaired? *NO JOINTS*
 No. of Switches on each. Joints in accessible positions, none being made in Bunkers or Cargo Spaces? *✓*

Full Connections for Single-Wire Systems made with Screws of large Surface? *YES*

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

Steps been made to prove that this condition has been satisfactorily fulfilled? *YES*

Insulation Resistance over the whole system been tested? *YES*

What the Resistance amount to? *Meg Ohms.*

Installation supplied with a Voltmeter? *YES - 1 EACH DYNAMO*

" " an Ampere Meter? *QUITTO*

Trial of complete Installation *9TH JUNE, 1927* Duration of Trial *6 HOURS.*

Do 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: Are the Dynamometer Main and Branch Cables so placed that the Compresses are only

affected by them?

YES

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

YES

Has the Installation Resistance over the whole system been tested?

YES

What does the Resistance amount to?

0.000000

Is the Installation supplied with a Voltmeter?

YES

As Ampere Meter

YES

Date of Trial of complete Installation

6 Hours

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

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.

"TELDE"

as ascertained by me from personal examination

Geo. J. Macfarlane
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.C. Cub. ft.	:	:	
£	:	:	
Testing, &c. ...	:	:	
£	:	:	
Expenses ...	:	:	
Total ... £	:	:	

It is submitted that this Report be approved,

J. d. Adam
Asst Chief Surveyor.

Approved by the Committee for the Class of M.B.S.* on the 13th July, 1927

Fees advised

Fees paid



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Secretary.

GENERAL CONSTRUCTION

MAIN BOILER	60.00	1.00	61.00
LOWER " "	10.00	1.00	11.00
HOLD " "	10.00	1.00	11.00
MAIN " "	10.00	1.00	11.00
LOWER " "	10.00	1.00	11.00
HOLD " "	10.00	1.00	11.00
TOTAL	100.00	5.00	105.00

It is submitted that this Report be approved.

Approved by the Committee for the Class of M.B.S. on the 10th day of July 1900.

Witness my hand and seal of office this 10th day of July 1900.

Approved by the Committee for the Class of M.B.S. on the 10th day of July 1900.

Witness my hand and seal of office this 10th day of July 1900.

Approved by the Committee for the Class of M.B.S. on the 10th day of July 1900.

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Witness my hand and seal of office this 10th day of July 1900.

Approved by the Committee for the Class of M.B.S. on the 10th day of July 1900.

Witness my hand and seal of office this 10th day of July 1900.

INSULATED CAPACITY	21.00
MAIN DECK FOR	20.00
LOWER " "	10.00
HOLD " "	10.00
MAIN " "	10.00
LOWER " "	10.00
HOLD " "	10.00
TOTAL	100.00



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INSULATED CARGO CAPACITY.

MAIN DECK FORWARD	21900
LOWER " "	20400
HOLD "	19500
MAIN " AFT	21200
LOWER " "	18100
HOLD "	7400
	<u>108500</u> C.F. TOTAL.



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INSULATED CARGO CAPACITY

MAIN DECK FWD	21900
LOWER "	20800
HOLD "	19500
MAIN - AFT	21200
LOWER "	18100
HOLD "	7600
	<u>103500 C.F. TOTAL</u>



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