No.

TRANSFERRED TO:
L. R. SYSTEM

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 1450 No. in Register Book 2600

Received at Head Office 24th November, 1920

TRANSFERRED TO:
L. R. SYSTEM

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

Official No. 220755 Port of Registry Seattle, Wash.

Registered Owners Jas. Griffiths & Sons

Engines Built by Hendrickson Mfg. Co.

at Seattle, Wn

Main Boilers Built by Puget Sound Machinery Depot

at Seattle Wn

Donkey " " None

at —

Date of Completion Oct. 16th 1920

First Visit Last Visit Total Visits

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RECIPROCATING ENGINES.

Works No. 853 No. of Sets 1 Description Triple Exp.

No. of Cylinders each Engine 3 No. of Cranks 3.

Diars. of Cylinders 19" × 32" × 36" Stroke 36"

Cubic feet in each L.P. Cylinder 63·6

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. " "

" 2nd I.P. "

" L.P. " Balance Slide

" Valve Gear Stevenson Link

" Condenser Surface. Cooling Surface 2002 sq. ft.

Diameter of Piston Rods (plain part) 5" Screwed part (bottom of thread) 3¾"

Material " O.H. Steel Forging

Diar. of Connecting Rods (smallest part) 4¾" Material O.H Steel Forging

" Crosshead Gudgeons 5½" Length of Bearing 6⅛" Material " " "

No. of Crosshead Bolts (each) 4 Diar. over Thrd. 2¼" Thrds. per inch 4½ Material O.H Steel Forging.

" Crank Pin " " 2 " 3" " 4 " " " "

" Main Bearings 6 Lengths 2 off 13". 4 off 11"

" Bolts in each 2 Diar. over Thread 3 Threads per inch 4 Material " " " "

" Holding Down Bolts, each Engine 48 Diar. 1¼" No. of Metal Chocks 48 filled in between chocks with wood

Are the Engines bolted to the Tank Top or to a Built Seat? 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 Pacific Construction Co. Engineering Co. Seattle Wn

Piston " " " " " " " "

Crossheads, " " " " " " " "

Connecting Rods, Finished by Hendricks Mfg Co. " "

Piston " " " " " " " "

Crossheads, " " " " " " " "

Date of Harbour Trial Oct. 11th 1920

" Trial Trip " 14th 1920

Trials run at Seattle, on Puget Sound.

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

If so, what was the I.H.P.? 1395 Revols. per min. 89

Pressure in 1st I.P. Receiver, 52 lbs., 2nd I.P., ~~0~~ lbs., L.P., 5 lbs., Vacuum, 27 ins.

Speed on Trial 11.75 Kts

If the Conditions on Trial were such that full power records were not obtained give the following estimated data:—

Builders' estimated I.H.P. 1400 Revols. per min. 90

Estimated Speed 11 Kts

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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?

Revols. 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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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

Revols. 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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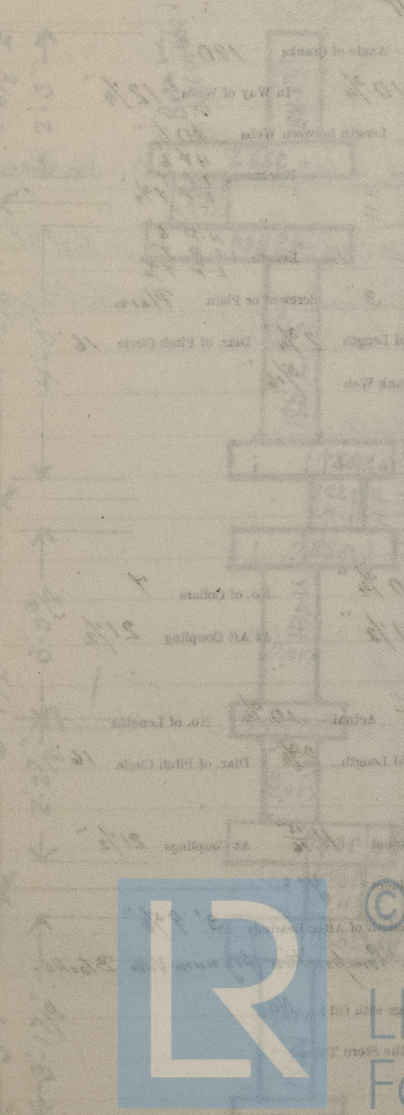

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SHAFTING.

Are the Crank Shafts Built or Solid ? Built

No. of Lengths in each 5 Angle of Cranks 120°

Diar. by Rule 10 7/16" Actual 10 3/4" In Way of Webs 12 1/4"

„ of Crank Pins 11 1/4" Length between Webs 10 1/4"

Greatest Width of Crank Webs 23" Thickness H.P 6" I.P 7" L.P 7 3/4"

Least „ „ „ „

Diar. of Keys in Crank Webs 2" x 1 1/8" Length H.P 6" I.P 7" L.P 7 3/4"

„ Dowels in Crank Pins 1 1/4" Length 3" Screwed or Plain Plain

No. of Bolts each Coupling 6 Diar. at Mid Length 2 3/4" Diar. of Pitch Circle 16"

Greatest Distance from Edge of Main Bearing to Crank Web 5/16"

Type of Thrust Blocks Horse shoe.

No. „ Rings 7.

Diar. of Thrust Shafts at bottom of Collars 10 3/4" No. of Collars 7

„ „ Forward Coupling 21 1/2" At Aft Coupling 21 1/2"

Diar. of Intermediate Shafting by Rule 9 13/16" Actual 10 3/4 No. of Lengths 1

No. of Bolts, each Coupling 6 Taper. Diar. at Mid Length 2 3/4" Diar. of Pitch Circle 16"

Diar. of Propeller Shafts by Rule 11 9/16" Actual 11 13/16" At Couplings 21 1/2"

Are Propeller Shafts fitted with Continuous Brass Liners ? yes.

Diar. over Liners 13 1/8" Fwd 13" Aft Length of After Bearings 3' 9 3/8"

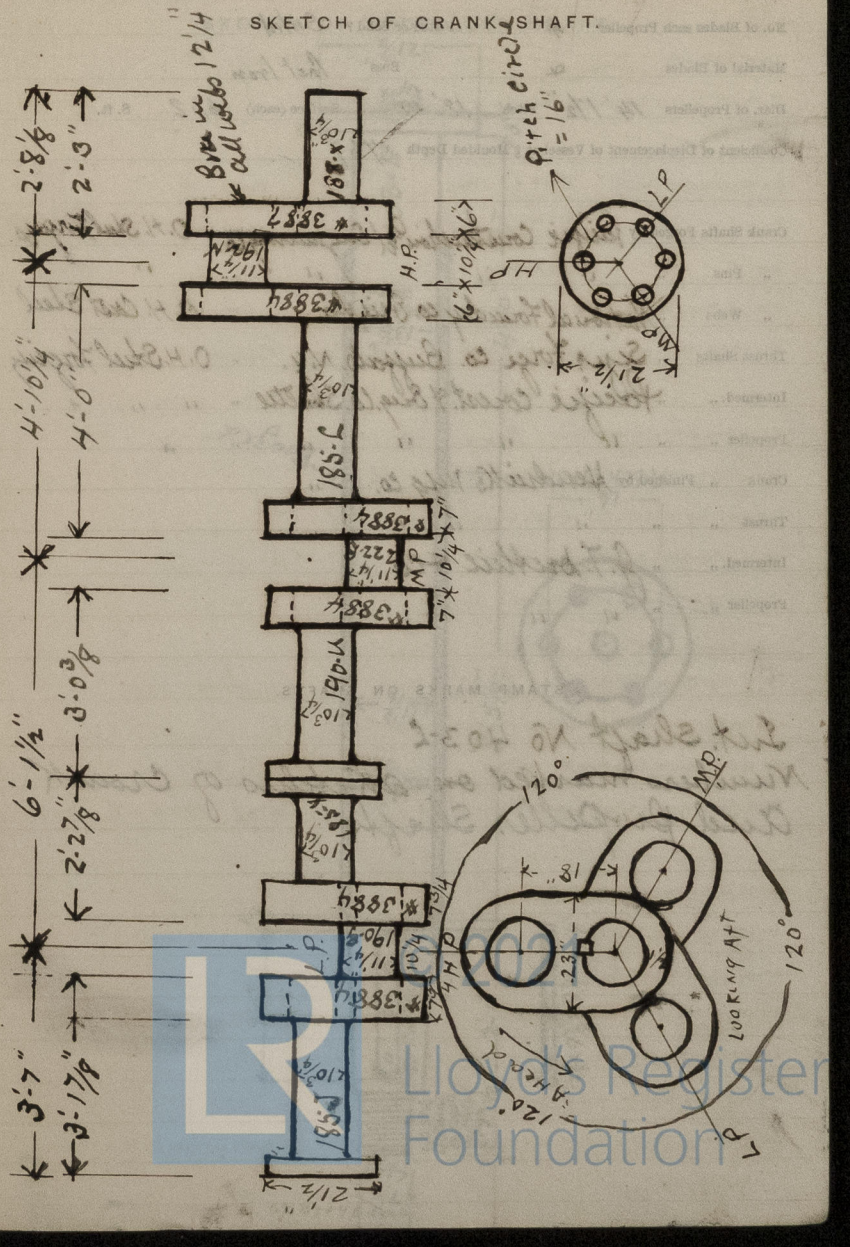
Of what Material are the After Bearings composed ? Composition Lignum Vitæ Blocks.

Are Means provided for lubricating the After Bearings with Oil ? No

„ „ to prevent Sea Water entering the Stern Tubes ? "

If so, what Type is adopted ?

SKETCH OF CRANK SHAFT.



No. of Blades each Propeller 4 Fitted or Solid? Solid.

Material of Blades Æ Boss Cast Iron

Diar. of Propellers 14' 1½" Pitch 12' 10" Surface (each) 61·2 S. ft.

Coefficient of Displacement of Vessel at ½ Moulded Depth ·767

Crank Shafts Forged by Pacific Construction & Engineering Co. Material O.H. Steel Forgings

„ Pins „ „ „ „ „ „

„ Webs „ National Foundry Co. Erie, Pa. „ O.H. Cast Steel

Thrust Shafts „ Seyd Forge Co. Buffalo, N.Y. „ O.H. Steel Forgings

Intermed. „ „ Pacific Const. & Eng. Co. Seattle „ „ „ „

Propeller „ „ „ „ „ „ „ „

Crank „ Finished by Hendricks Mfg Co. „

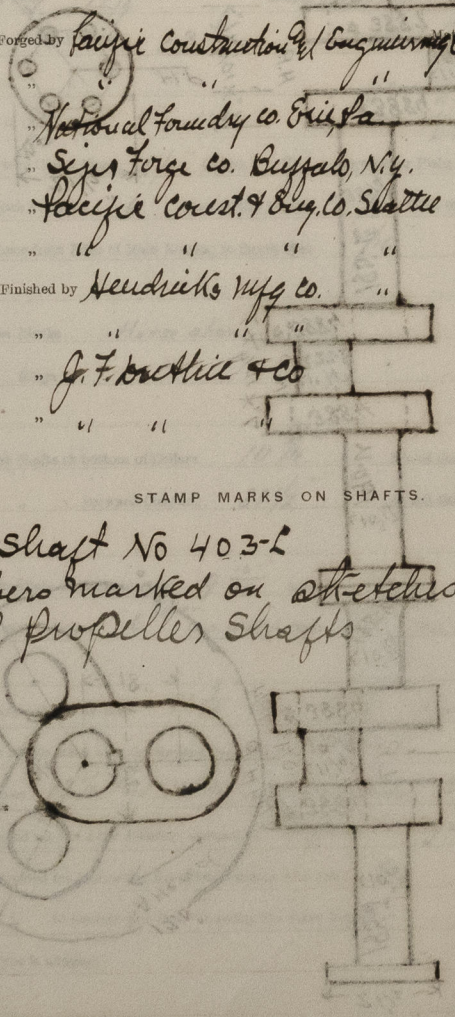
Thrust „ „ „ „ „

Intermed. „ „ J. F. Duthie & Co

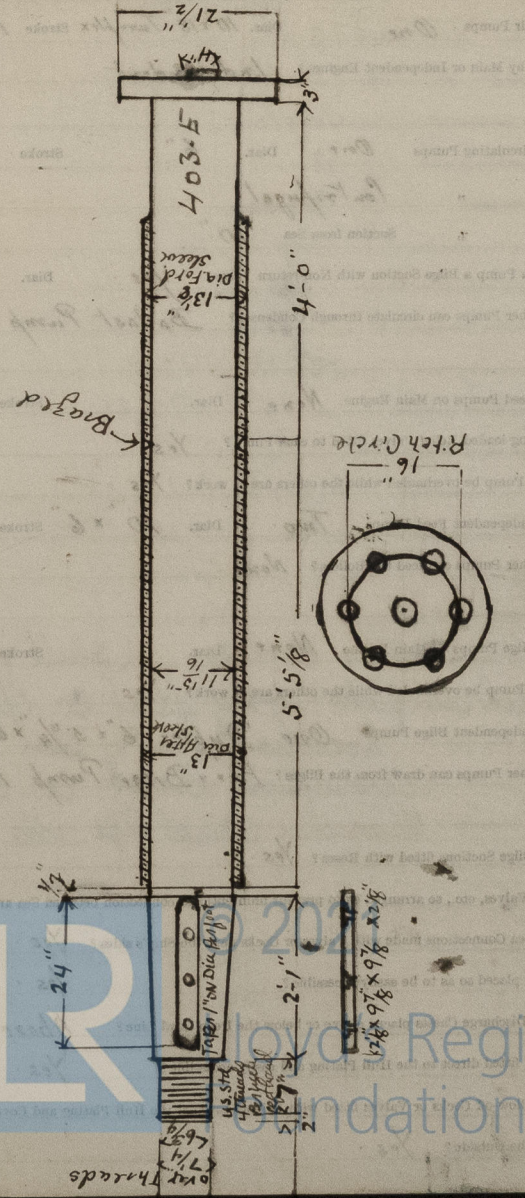
Propeller „ „ „ „ „

STAMP MARKS ON SHAFTS.

Int. Shaft No 403-L
Numbers marked on Sketches of Crank and Propeller Shafts



SKETCH OF PROPELLER SHAFT.



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PUMPS, ETC.

No. of Air Pumps One. Diar. 10"x18" Twinplex Stroke 12"

Worked by Main or Independent Engines? Independent

No. of Circulating Pumps One. Diar. 6" Stroke 6"

Type of " Centrifugal

Diar. of " Suction from Sea 10"

Has each Pump a Bilge Suction with Non-return Valve? Yes. Diar. 7"

What other Pumps can circulate through Condenser? Ballast Pump

No. of Feed Pumps on Main Engine None Diar. Stroke

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 Two. Diar. 10" x 6" Stroke 12"

What other Pumps can feed the Boilers? None.

No. of Bilge Pumps on Main Engine None Diar. Stroke

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

No. of Independent Bilge Pumps One Duplex 6" x 5 3/4" x 6"

What other Pumps can draw from the Bilges? Fire & Bilge Pump 10"x6"x12" Duplex

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.

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BOILERS.

Works No. 119 & 120

No. of Boilers 2 Type Scotch Marine

Single or Double-ended Single

No. of Furnaces in each 3

Type of Furnaces Morison

Date when Plan approved Febry 17th/20

Approved Working Pressure 200 lbs

Hydraulic Test Pressure 350 lbs

Date of Hydraulic Test Oct. 1st 1920

„ when Safety Valves set „ 14th 1920

Pressure at which Valves were set 200 lbs

Date of Accumulation Test „ 14th .20.

Maximum Pressure under Accumulation Test 204 lbs

System of Draught Natural

Can Boilers be worked separately? Yes

Makers of Plates - Lukens Steel Co. (Shell plates) Coatesville
Flanged Steel plates - Otis Steel Co. Cleveland

„ Stay Bars Lockhart Iron & Steel Co. Pittsburgh

„ Rivets Champion Rivet Co. Cleveland

„ Furnaces American Spiral Pipe Wks. Chicago.

Greatest Internal Diar. of Boilers 14' 9"

„ „ Length „ 11' 0

Square Feet of Heating Surface each Boiler 2689 Oil 2488 Coal

„ „ Grate „ „ 60

No. of Safety Valves each Boiler 2 Diar. 3"

Are the Safety Valves fitted with Easing Gear? Yes

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

„ Test Cocks „ Three „ Salinometer Cocks One

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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? By Pipes

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

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 Three

Thickness of Shell Plates Approved $1\frac{9}{16}$"

„ „ in Boilers $1\frac{9}{16}$"

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 $1\frac{7}{32}$"

„ nside „ $1\frac{7}{32}$"

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 $1\frac{9}{16}$" Pitch 10" outside row - 5" inside rows

No. of Rows of Rivets in Centre Circumferential Seams ~~Two~~

Are these Seams Hand or Machine Riveted? ———

Diar. of Rivet Holes ~~$1\frac{9}{16}$~~ " Pitch ———

No. of Rows of Rivets in Front End Circumferential Seams Two

Are these Seams Hand or Machine riveted? Hand

Diar. of Rivet Holes $1\frac{5}{16}$" Pitch $3\frac{25}{32}$"

No. of Rows of Rivets in Back End Circumferential Seams Two

Are these Seams Hand or Machine Riveted? Machine

Diar. of Rivet Holes $1\frac{5}{16}$" Pitch $3\frac{25}{32}$"

Size of Manholes in ~~Shell~~ Heads - Three 12" × 16"

Dimensions of Compensating Rings Flanged in depth 4½"

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Thickness of End Plates in Steam Space Approved 1 9/32"

„ „ „ „ „ in Boilers 1 9/32"

Pitch of Steam Space Stays 17¼" X 19½"

Diar. „ 3½" „ „ Approved 6 U.S. Threads per Inch

„ „ „ „ „ in Boilers " „

Material of „ „ „ Steel

How are Stays Secured? Threaded with nut on both sides of heads

Diar. and Thickness of Loose Washers on End Plates

„ „ Riveted „ „ „

Width „ „ Doubling Strips „ „ 9½" X ¾"

Thickness of Middle Back End Plates Approved 11/16"

„ „ „ „ „ in Boilers "

Thickness of Doublings in Wide Spaces between Fireboxes 5/8"

Pitch of Stays at „ „ „ „ ~~15" X 18"~~

Diar. of Stays Approved ~~4½"~~ Threads per Inch ~~6 U.S. Threads~~

„ „ in Boilers "

Material „ Steel

Are Stays fitted with Nuts outside? yes

Thickness of Back End Plates at Bottom Approved 11/16"

„ „ „ „ „ in Boilers "

Pitch of Stays at Wide Spaces between Fireboxes 18" X 14"

Thickness of Doublings in „ „ 5/8"

Thickness of Front End Plates at Bottom Approved 13/16"

„ „ „ „ „ in Boilers "

No. of Longitudinal Stays in Spaces between Furnaces 3 on each side of lower furnace, under wing furnaces

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Diar. of Stays Approved 2 1/2" Threads per Inch 6 U.S. Threads

" " in Boilers "

Material " Steel

Thickness of Front Tube Plates Approved 13/16

" " " " in Boilers "

Pitch of Stay Tubes at Spaces between Stacks of Tubes 12 15/16" x 8"

Thickness of Doublings in " " " 3/4"

" Stay Tubes at " " " 1/4"

Are Stay Tubes fitted with Nuts at Front End ? No

Thickness of Back Tube Plates Approved 13/16"

" " " in Boilers "

Pitch of Stay Tubes in Back Tube Plates 12 3/8" X 8"

" Plain " 4" X 4 1/8"

Thickness of Stay Tubes 1/4"

" Plain " # 9 B.W.G.

External Diar. of Tubes 3"

Material " Steel

Thickness of Furnace Plates Approved 21/32"

" " " in Boilers "

Smallest outside Diar. of Furnaces 45 1/16"

Length between Tube Plates 7'-3 1/4

Width of Combustion Chambers (Front to Back) 34"

Thickness of " " Tops Approved 11/16"

" " " " in Boilers "

Pitch of Screwed Stays in C.C. Tops 8 5/8"

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Diar. of Screwed Stays Approved 1 3/4" Threads per Inch 12 U.S. Threads

„ „ „ in Boilers "

Material „ „ Steel

Thickness of Combustion Chamber Sides Approved 11/16"

„ „ „ „ in Boilers "

Pitch of Screwed Stays in C.C. Sides 7" X 7 1/2"

Diar. „ „ Approved 1 5/8" Threads per Inch 12 U.S.

„ „ „ in Boilers "

Material „ „ W. Iron

Thickness of Combustion Chamber Backs Approved 11/16"

„ „ „ in Boilers "

Pitch of Screwed Stays in C.C. Backs 7 1/2" X 7 3/4"

Diar. „ „ Approved 1 5/8" Threads per Inch 12 U.S.

„ „ „ in Boilers "

Material „ „ W. Iron

Are all Screwed Stays fitted with Nuts inside C.C.? NO

Thickness of Combustion Chamber Bottoms 15/16"

No. of Girders over each Wing Chamber 5

„ „ „ Centre „ 4

Depth and Thickness of Girders 11" – 3/4" Plates - 2

Material of Girders Steel

No. of Stays in each 3

No. of Tubes, each Boiler 360 = 94 Stay + 266 Plain

Size of Lower Manholes 12" X 16"

8

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VERTICAL DONKEY BOILERS.

No. of Boilers None 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 None.

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	One	Branches
Material	Steel	Steel
Brazed, Welded or Seamless	Lap welded	Lap welded
Internal Diar.	6"	4½"
Thickness	.275"	.250"
How are Flanges secured ?	Rolled + Flared 2 recess in flang	Rolled + Flared 2 recess in flanges
Date of Hydraulic Test	Oct. 12th 1920	Oct. 12th 1920
Test Pressure	600 lbs	600 lbs
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		

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EVAPORATORS.

No. one Type Reilly Submerged Type Tons per Day 15

Makers Griscom Russel & Co

Working Pressure 10. Test Pressure Date of Test

Date of Test of Safety Valves under Steam Oct. 14th Safety Valve set @ 14 lbs.

FEED WATER HEATERS.

No. one Type Reilly Closed Type

Makers Griscom Russell & Co

Working Pressure 200 lbs Test Pressure Date of Test

FEED WATER FILTERS.

No. one Type Box type open Size

Makers J. F. Duthie & Co.

Working Pressure Test Pressure Date of Test

LIST OF DONKEY PUMPS.

	Type.	Steam Cyl	Water Cyl.	Stroke.
Ballast Pump.	Duplex	10"	6"	12"
Fire & Bilge "	"	10"	6"	12"
Ind. Bilge "	"	6"	5 3/4"	6"
Sanitary "	"	6"	5 3/4"	6"
Oil Fuel Transfer "	"	6"	5 3/4"	6"
Oil Burner 2 off.	"	4"	2 3/4"	4"
Fresh Water "	"	4"	2 3/4"	4"
Main Feed ——	Simplex	10"	6"	12"
Aux " ——	"	10"	6"	12"

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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 „	12
„ Junk Ring Bolts	15	„ 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		„ „ Springs		„ „ Springs	"
„ Safety Valve „	2	„ Fire Bars	(Oilburner)	„ 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	1 complete	„ Crosshead Bushes	1 complete
„ Propeller Shafts		„ Propellers		„ Propeller Blades	
„ Boiler Tubes		„ Condenser Tubes		„ Condenser Ferrules	

OTHER ARTICLES OF SPARE GEAR:—

2 Piston Valve Rings M.P.
4 Top. Bottom half brasses. eccentric rod.
2 Halfbrasses for valve stem.
1 Eccentric Strap.
3 Relief Valve springs. H.P. M.P. L.P.
50 lbs Babbitt Metal
2 Coils for Evaporator.
1 Pair Crank. Crosshead bushes for Elec. Generator
1 set of Boushes
1 " " Piston rings
1 Piston rod.
1 Key Pick up tool for key cots

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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.

COMPARTMENT.	Temp. at beginning of Trial.	Temp. at end of Trial.	Time required to obtain this Result.	Rise of Temp. after hours.

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

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ELECTRIC LIGHTING.

Installation Fitted by J. F. Duthie & Co.

No. and Description of Dynamos One- direct Connected Compound Wound

Makers of Dynamos Engberg's Electric Mfg Co.

Capacity „ 80 Amperes, at 125 Volts, 450 Revols. per Min.

Current Alternating or Continuous Continuous

Single or Double Wire System Double

Position of Dynamos Lower Eng. room Stbd side

„ Main Switch Board " „ " " "

No. of Circuits to which Switches are provided on Main Switch Board 6

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.
Wireless			6	#12			
Running lights	12	40 watt	4	#12			
Captains room	16	40 "	6	#12			
Engine room & Bridge	30	40 watt	10	#6			
Upper deck- Port	38	40 "	12	#6			
" " Stbd	37	40 "	12	#6			
Searchlight			35	#6			

Total No. of Lights 133 No. of Motors driving Fans, &c 1-3/4 Kw. wireless No. of Heaters

Current required for Motors and Heaters 6.

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

1 Panel Box - E'N room.
1 " " - upper deck Sfbd Port.
1 " " " "

Are Cut-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits yes

On Aux. " " each Auxiliary Circuit yes

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 yes

Are the Fuses of Standard Size? 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. 14 S.W.G., Largest, No. 2 S.W.G.

How are Conductors in Engine and Boiler Spaces protected? Conduit

" Saloons, State Rooms, &c., " ? "

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp Water tight fixtures in Machinery space & where exposed to weather

(2) " passing through Bunkers or Cargo Spaces Conduit

(3) " " Deck Beams or Bulkheads Bushed

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

Are all Joints in accessible positions, now being made in Bunkers or Cargo Spaces? yes

~~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 - Brass conduit

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

Has the Insulation Resistance over the whole system been tested? No

What does the Resistance amount to? _____ Ohms.

Is the Installation supplied with a Voltmeter? yes

" " " an Ampere Meter? yes

Date of Trial of complete Installation 10-14-20 Duration of Trial 8 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. Approved by American Bureau of Shipping

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. Griffon

as ascertained by me from personal examination

A. J. B. Shiels

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

Fees—

		£	s.	d.
MAIN BOILERS.				
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. Foster King

Chief Surveyor.

Approved by the Committee for the Class of **M.B.S.*** on the 22nd December 1920

Fees advised

Fees paid

per order

Walter Johnson

Secretary.

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