

No. 2133

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 1943 No. in Register Book 3270

S.S. ²⁵⁵ "CHARLES R HUNTLEY."

Makers of Engines D. Rowan & Co Ltd

Works No. 830

Makers of Main Boilers D. Rowan & Co Ltd

Works No. 830

Makers of Donkey Boiler —

Works No. —

MACHINERY



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No.

THE BRITISH CORPORATION FOR THE SURVEY

AND

REGISTRY OF SHIPPING.

Report No. *1943* No. in Register Book *3270*

Received at Head Office *10th April 1926*

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

"CHARLES R. HUNTLEY"

Official No. Port of Registry *Glasgow*

Registered Owners *Eastern Steamship Co Ltd*

Engines Built by *S. Rowan & Co Ltd*

at *Glasgow*

Main Boilers Built by *S. Rowan & Co Ltd*

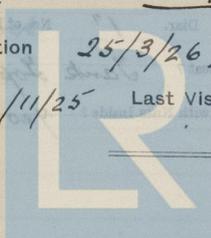
at *Glasgow*

Donkey " "

at *none fitted*

Date of Completion *25/3/26*

First Visit *16/11/25* Last Visit *25/3/26* Total Visits *30*



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RECIPROCATING ENGINES.

Works No. **830** No. of Sets / Description **Triple Expansion**

surface condensing steam engine

No. of Cylinders each Engine **3** No. of Cranks **3**
 Diars. of Cylinders **17, 28½" and 44"** Stroke **33"**

Cubic feet in each L.P. Cylinder **33.1**

Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cylr.? *on HP; I.P. & L.P. bottom only.*

" " " each Receiver? *I.P. & L.P.*

Type of H.P. Valves, *Piston (inside steam)*

" 1st I.P. " *Andrews & Cameron*

" 2nd I.P. "

" L.P. " *Double-ported D*

" Valve Gear *Stephensons*

" Condenser *Surface* Cooling Surface **1000** sq. ft.

Diameter of Piston Rods (plain part) **4½"** Screwed part (bottom of thread) **3½" app.**

Material " *M. Steel*

Diar. of Connecting Rods (smallest part) **4¼"** Material *M. Steel*

" Crosshead Gudgeons **5"** Length of Bearing **4½"** Material "

No. of Crosshead Bolts (each) **2** Diar. over Thrd. **2½"** Thrds. per inch **4** Material *Steel*

" Crank Pin " **2** " " " " " "

" Main Bearings **6** Lengths **9"**

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

" Holding Down Bolts, each Engine **72** Diar. **1"** No. of Metal Checks **72**

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 *S. Rowan & Co Ltd*

Piston " " } " " " " " "

Crossheads, " " } " " " " " "

Connecting Rods, Finished by *S. Rowan & Co Ltd*

Piston " " } " " " " " "

Crossheads, " " } " " " " " "

Date of Harbour Trial **4/3/26.**

" Trial Trip **25/3/26.**

Trials run at *Skelmorlie*

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

If so, what was the I.H.P.? **1050** Revols. per min. **94.**

Pressure in 1st I.P. Receiver, **68** lbs., 2nd I.P., **—** lbs., L.P., **13** lbs., Vacuum, **28.5** ins.

Speed on Trial **9.933.**

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

data:—

Builders' estimated I.H.P. **1000.**

Revs. per min. " "

Estimated Speed " "

6 in thrust block.



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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

Diar. of 1st Reduction Pinion

" 1st " Wheel

} Width

Pitch of Teeth

Estimated Pressure per lineal inch

Diar. of 2nd Reduction Pinion

" 2nd " Wheel

} Width

Pitch of Teeth.

Estimated Pressure per lineal inch

Revs. per min. of Generators at Full Power

" Motors "

" " 1st Reduction Shaft

" " 2nd "

" " Propellers at Full Power

Total Shaft Horse Power

Date of Harbour Trial

" Trial Trip

Trials run at

Speed on Trial Knots. Propeller Revs. per min.

S.H.P.

Makers of Turbines

" Generators

" Motors

" Reduction Gear

Turbine Spindles forged by

" Wheels forged or cast by

Reduction Gear Shafts forged by

" Wheels forged or cast by

DESCRIPTION OF INSTALLATION.

Type of Thrust Blocks

No. " Rings

Diar. of Thrust Shafts at bottom of Collars

" " Forward Coupling

Diar. of Intermediate Shafting by Lub

No. of Bolts, each Coupling

Diar. of Propeller Shafts by Lub

Are Propeller Shafts fitted with Continuous Brass Liners?

Diar. of main lines

Of what Material are the other bearings composed?

Are the main bearings for the propellers fitted with Oil?

To prevent the Water entering the Stern Tubes?

If the propellers are fitted with



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SHAFTING.

Are the Crank Shafts Built or Solid? *Built*

No. of Lengths in each *One* Angle of Cranks *120°*

Diar. by Rule *9.025* Actual *9"* In Way of Webs *9 1/4"*

„ of Crank Pins *9"* Length between Webs *9"*

Greatest Width of Crank Webs *1 1/4"* Thickness *5 5/8"*

Least „ „ *1 3/8"* „ „ *5 5/8"*

Diar. of Keys in Crank Webs *1 1/2" dowels* Length *3 1/2"*

„ Dowels in Crank Pins *1"* Length *2 1/2"* Screwed or Plain *Plain*

No. of Bolts each Coupling *6* Diar. at Mid Length *2 1/8"* Diar. of Pitch Circle *14 3/4"*

Greatest Distance from Edge of Main Bearing to Crank Web *1/2"*

Type of Thrust Blocks *Horse shoe*

No. „ Rings *4*

Diar. of Thrust Shafts at bottom of Collars *9.025*
9 1/4" No. of Collars *4*

„ „ Forward Coupling *9"* At Aft Coupling *8 5/8"*

Diar. of Intermediate Shafting by Rule *8.59* Actual — No. of Lengths —

No. of Bolts, each Coupling — Diar. at Mid Length — Diar. of Pitch Circle —

Diar. of Propeller Shafts by Rule *9.63* Actual *10.375* At Couplings *9"*

Are Propeller Shafts fitted with Continuous Brass Liners? *Yes.*

Diar. over Liners *11 5/8" for a 11 1/2" aft* Length of After Bearings *3'-6"*

Of what Material are the After Bearings composed? *Lignum Vitae*

Are Means provided for lubricating the After Bearings with Oil? *Yes, small hand pump.*

„ „ to prevent Sea Water entering the Stern Tubes? *No*

If so, what Type is adopted? *Sea-water lubrication.*

SKETCH OF CRANK SHAFT.



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Same as 5/8" NORTHAN B. HALPHERSON (Rowans No 813)

for emergency.

No. of Blades each Propeller *4* Fitted or Solid? *Fitted*
 Material of Blades *Cast Steel* Boss *Cast Iron*
 Diam. of Propellers *12'-6"* Pitch *12'-0"* Surface (each *47* S. ft.
 Coefficient of Displacement of Vessel at $\frac{1}{2}$ Moulded Depth *.84*

Crank Shafts Forged by	<i>Press and Walkwork Quarterly</i>	Material	<i>1.S.</i>
" Pins	"	"	"
" Webs	"	"	"
Thrust Shafts	"	"	"
Intermed. "	"	"	"
Propeller "	"	"	"
Crank " Finished by	<i>David Rowan & Co Ltd</i>		
Thrust "	"	"	"
Intermed. "	"	"	"
Propeller "	"	"	"

STAMP MARKS ON SHAFTS.

B. C.
 No 3269.
 J. W. H.
 14/1/26

SKETCH OF PROPELLER SHAFT.

Same as *S/S NATHAN B. HADDERSON* (Rowan's 813)

[Faint, mostly illegible handwritten notes and sketches of propeller shaft components, including labels like 'No. of Blades', 'Diam.', 'Pitch', and 'Surface'.]



PUMPS, ETC.

No. of Air Pumps *One* Diar. *13"* Stroke *18"*
 Worked by Main or Independent Engines? *Main engines from HP engine
 Edwards type*
 No. of Circulating Pumps *one* Diar. *9 1/2"* Stroke *18"*
 Type of " *Double acting plunger.*
 Diar. of " Suction from Sea *6"*
 Has each Pump a Bilge Suction with Non-return Valve? *Yes* Diar. *6"*
 What other Pumps can circulate through Condenser? *The Auxiliary circulating
 pump and Ballast pump.*
 No. of Feed Pumps on Main Engine *2* Diar. *2 1/2"* Stroke *18"*
 Are Spring-loaded Relief Valves fitted to each Pump? *Yes.*
 Can one Pump be overhauled while the others are at work? *Yes.*
 No. of Independent Feed Pumps — Diar. — Stroke —
 What other Pumps can feed the Boilers? *General Service pump (Weir's)
 also Penworthy Injector with suction from F.W. tank - Sea.*
 No. of Bilge Pumps on Main Engine *2* Diar. *3"* Stroke *18"*
 Can one Pump be overhauled while the others are at work? *Yes.*
 No. of Independent Bilge Pumps *None.*
 What other Pumps can draw from the Bilges? *Ballast pump, and auxiliary
 circulating pump.*
 Are all Bilge Suctions fitted with Roses? *Yes, except straight pipes in E.R.*
 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.*

— TANKS. —

Examined tank piping & recommended 2' 6" under pipes 9/2/26.
 " alterations 25/2/26.
 Tank pipe lines composed of W.I. pipes with screwed
 and expanded flanges; lead bends in aft end No 2
 to Engineers' connections.

— BILGES. —

Examined bilge lines in holds 9/2/26.
 Recommended alteration E.R. indep. bilge 4/3/26
 Examined " " " 9/3/26.
 Steam test all bilges; satisfactory 11/3/26.



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BOILERS.

Works No. **830**

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

Single or Double-ended **Single**

No. of Furnaces in each **Two**

Type of Furnaces **Corrugated (Brighton's)**

Date when Plan approved **1/9/25**

Approved Working Pressure **180 lbs/p"**

Hydraulic Test Pressure **320 lbs/p"**

Date of Hydraulic Test **2/2/26.**

„ when Safety Valves set **4/3/26.**

Pressure at which Valves were set **185 lbs/p"**

Date of Accumulation Test **4/3/26.**

Maximum Pressure under Accumulation Test **187 lbs/p"**

System of Draught **Howden's Forced Draught.**

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

Makers of Plates **Phoenix Herde Steel Works, Germany.**

„ Stay Bars **Gutehoffnungshütte Co, Oberhausen, Germany**

„ Rivets **Rivet, Bolt, and Nut Co Glasgow**

„ Furnaces **J. Marshall & Co Motherwell**

Greatest Internal Diam. of Boilers **11'-10 1/2"**

„ „ Length „ **10'-10 1/8"**

Square Feet of Heating Surface each Boiler **1425**

„ „ Grate „ „ **36.65**

No. of Safety Valves each Boiler **2** Rule Diam. **2.375"** Actual **2 1/2"**

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

No. of Pressure Gauges, each Boiler **1 E. R. 1 S. H.** No. of Water Gauges **One**

„ Test Cocks „ **3** „ Salinometer Cocks **One**

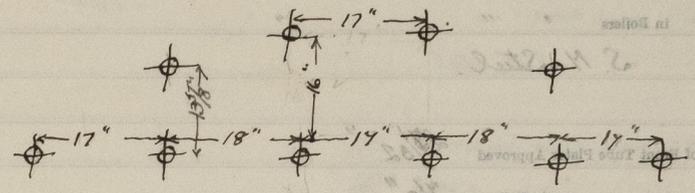
B.C. TEST
No 4934
TEST P. 320 lbs/p"
WORK. P 180 "
G. H. L.
2/2/26.



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Thickness of End Plates in Steam Space Approved $\frac{1}{32}$ "
 " " " " " in Boilers $1\frac{1}{32}$ "
 Pitch of Steam Space Stays *See sketch.*
 Diar. " " " " Approved $4-2\frac{1}{2}$ " Threads per Inch 6.
 " " " " " in Boilers $6-2\frac{1}{4}$ " " "
 Material of " " " *S. M. Steel*
 How are Stays Secured? *Nuts inside and outside*
 Diar. and Thickness of Loose Washers on End Plates —
 " " Riveted " " " —
 Width " " Doubling Strips " —
 Thickness of Middle Back End Plates Approved $\frac{3}{4}$ "
 " " " " " in Boilers $\frac{3}{4}$ "
 Thickness of Doublings in Wide Spaces between Fireboxes —
 Pitch of Stays at " " " " $13" + 8\frac{1}{2}"$
 Diar. of Stays Approved $1\frac{3}{4}"$ Threads per Inch 9
 " " in Boilers $1\frac{3}{4}"$ " "
 Material " *S. M. Steel*
 Are Stays fitted with Nuts outside? *Yes*
 Thickness of Back End Plates at Bottom Approved $\frac{3}{4}"$
 " " " " " in Boilers $\frac{3}{4}"$
 Pitch of Stays at Wide Spaces between Fireboxes *Manhole with 3 stays*
 Thickness of Doublings in " " —
 Thickness of Front End Plates at Bottom Approved $2\frac{1}{32}"$
 " " " " " in Boilers $\frac{1}{8}"$
 No. of Longitudinal Stays in Spaces between Furnaces *3 at manhole and*
2 above furnaces to back tubeplate



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Diar. of Stays Approved $2'' + 2\frac{1}{4}''$ Threads per Inch 6 ; tubeplate and

„ „ in Boilers „ „

Material „ S. H. Steel

Thickness of Front Tube Plates Approved $2\frac{3}{32}''$

„ „ „ „ in Boilers $\frac{7}{8}''$

Pitch of Stay Tubes at Spaces between Stacks of Tubes $13'' \times \frac{1}{4}''$

Thickness of Doublings in „ „ „ —

„ Stay Tubes at „ „ „ $3\frac{1}{8}''$

Are Stay Tubes fitted with Nuts at Front End? Marginal stay tubes at centre
Spacing only; nut $3\frac{1}{4}''$ thick.

Thickness of Back Tube Plates Approved $2\frac{3}{32}''$

„ „ „ „ in Boilers $\frac{23}{32}''$

Pitch of Stay Tubes in Back Tube Plates $11\frac{5}{32}'' + 9''$ mean pitch

„ Plain „ $3\frac{23}{32}'' + 3\frac{5}{8}''$

Thickness of Stay Tubes $\frac{7}{16}''$ centre $\frac{3}{8}''$ marginal

„ Plain „ 9 W.G.

External Diar. of Tubes $2\frac{1}{2}''$

Material „ Lapwelded Iron

Thickness of Furnace Plates Approved $3\frac{3}{64}''$

„ „ „ „ in Boilers $3\frac{3}{64}''$

Smallest outside Diar. of Furnaces $3 - 5\frac{29}{32}''$

Length between Tube Plates $4 - 4''$

Width of Combustion Chambers (Front to Back) $2 - 6\frac{57}{8}''$

Thickness of „ „ Tops Approved $2\frac{1}{32}''$

„ „ „ „ in Boilers $2\frac{1}{32}''$

Pitch of Screwed Stays in C.C. Tops $9\frac{3}{4}'' \times 8''$

side manhole stay $2''$; top manhole $2\frac{1}{4}''$



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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

MAIN STEAM PIPES

No. of Lengths

Material

Joined, Welded or Seamed

Internal Diar.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

No. of Lengths

Material

Joined, Welded or Seamed

Internal Diar.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

2

Iron

1 1/2"

4 1/2"

1 1/2"

2000 lbs

2000 lbs

2000 lbs



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EVAPORATORS.

No.	Type	Tons per Day
	<i>None fitted</i>	
Makers		
Working Pressure	Test Pressure	Date of Test
Date of Test of Safety Valves under Steam		

FEED WATER HEATERS.

No.	<i>One</i>	Type	<i>High pressure surface</i>
Makers	<i>Henry Watson & Sons Ltd Newcastle-on-Tyne</i>		
Working Pressure	<i>Body about 40 lbs.</i>	Test Pressure	<i>Body 150 lbs coils 432</i>
		Date of Test	<i>12/4/25 13/1/26</i>

FEED WATER FILTERS.

No.	<i>One</i>	Type	<i>Suction filter (low pressure)</i>	Size
Makers	<i>Henry Watson & Sons Ltd Newcastle-on-Tyne</i>			
Working Pressure	—	Test Pressure	—	Date of Test

LIST OF DONKEY PUMPS.

Ballast Pump :- *S. Rowan & Co Ltd*
 Suctions :- *Sea, main and indep. bilges, tanks.*
 Discharges :- *Overboard, tanks, condenser.*

Aux. Circulating Pump :- *Henry Watson & Sons Ltd*
 Suctions :- *Sea, and main bilge line.*
 Discharges :- *Overboard, tanks, condenser.*

General Service Pump :- *G. & J. Weir Ltd*
 Suctions :- *Sea, boilers, hotwell, F.W. tank.*
 Discharges :- *main & aux feed, deck, overboard and ash ejector.*

Culinary Pump :- *Thos. Lamont & Co Ltd*
5 1/2" x 3" x 4"

1 Pemberthy Injector to aux feed line; suction from sea and F.W. tank.



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REFRIGERATORS.

No. of Machines *2* Capacity of each *2* No. of Cylinders *2*
 Makers *6 (800)* Make Heating coils *2* Valves *12*
 Description *12* Feed Pump Valves *1 set* Discharge Valves *1 set*
1 *2* *1 set*

No. of Steam Cylinders, each Machine No. of Compressors No. of Cranks *2*
 Particulars of Pumps in connection with Refrigerating Plant and whether worked by Refrigerating Machines
 or Independently

None fitted

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.
<i>1st Deck</i>	<i>12</i>	<i>10</i>	<i>1 hr</i>	<i>2</i>
<i>2nd Deck</i>	<i>12</i>	<i>10</i>	<i>1 hr</i>	<i>2</i>
<i>3rd Deck</i>	<i>12</i>	<i>10</i>	<i>1 hr</i>	<i>2</i>
<i>4th Deck</i>	<i>12</i>	<i>10</i>	<i>1 hr</i>	<i>2</i>
<i>5th Deck</i>	<i>12</i>	<i>10</i>	<i>1 hr</i>	<i>2</i>
<i>6th Deck</i>	<i>12</i>	<i>10</i>	<i>1 hr</i>	<i>2</i>
<i>7th Deck</i>	<i>12</i>	<i>10</i>	<i>1 hr</i>	<i>2</i>
<i>8th Deck</i>	<i>12</i>	<i>10</i>	<i>1 hr</i>	<i>2</i>
<i>9th Deck</i>	<i>12</i>	<i>10</i>	<i>1 hr</i>	<i>2</i>
<i>10th Deck</i>	<i>12</i>	<i>10</i>	<i>1 hr</i>	<i>2</i>
<i>11th Deck</i>	<i>12</i>	<i>10</i>	<i>1 hr</i>	<i>2</i>
<i>12th Deck</i>	<i>12</i>	<i>10</i>	<i>1 hr</i>	<i>2</i>

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



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

Location	No. of Switches	Capacity	Current	Size of Conductors	Current	Labels	Notes
None							

Are Out-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 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. $\frac{3}{029}$ S.W.G., Largest, No. $\frac{7}{064}$ S.W.G.

How are Conductors in Engine and Boiler Spaces protected?

Tubing

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

Tubing

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp

Tubing

(2) " " passing through Bunkers or Cargo Spaces

None in bunkers; holds tubing

(3) " " Deck Beams or Bulkheads

Lead brushes & W. T. glands.

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, none being made in Bunkers or Cargo Spaces?

None

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?

Yes.

What does the Resistance amount to?

 $\frac{1}{15}$ Meg Ω

Ohms.

Is the Installation supplied with a Voltmeter?

Yes.

" " " an Ampere Meter?

Yes.

Date of Trial of complete Installation

28/3/26.

Duration of Trial

6 hours.

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

See page 38.



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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, except as below.*

If not, give details of the points of difference, and state when these were sanctioned by the Chief

Surveyor.

Vulcanised I.R. braided cable in steel tubings used in machinery spaces instead of lead-covered cable (see B.C. letter to Cloud Hamilton Ltd 18/12/24, B.C. letter to Napier & Miller Ltd 19/12/24, & plus dated 20/12/24 and 22/12/24 respectively) Sanctioned by 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. *'CHARLES R. HUNTLEY'*
as ascertained by ^{me} from personal examination

Geo. W. Luke.

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. W. Luke
Chief Surveyor.

Approved by the Committee for the Class of M.B.S.* on the *19th May 1926*

Fees advised

Fees paid



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J. W. Luke
Secretary.

GENERAL CONSTRUCTION

Have the Secretary and the Board of Directors of the M.B.S. been advised of the results of the examination of the accounts of the M.B.S. for the year 1923?

Approved: *J.H. [Signature]* Sp. Secy. M.B.S.

It is recommended that the Board of Directors of the M.B.S. be advised of the results of the examination of the accounts of the M.B.S. for the year 1923.

DOCKET BOARDERS

It is recommended that the Board of Directors of the M.B.S. be advised of the results of the examination of the accounts of the M.B.S. for the year 1923.

and in making special reference to the fact that the M.B.S. has been advised of the results of the examination of the accounts of the M.B.S. for the year 1923.

with (see B.C. letter to Board of Directors dated 10/12/23).

B.C. letter to Board of Directors dated 10/12/23 and 10/12/23.

10/12/23 and 10/12/23.

Summary

Testing fee	1
...	2
...	3
Total	6

It is submitted that this Report be approved.

J.H. [Signature]

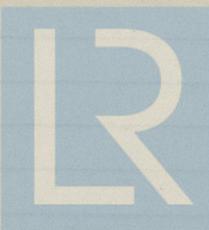
Approved by the Committee for the Class of M.B.S. on the 10/12/23.

CHARLES R. HUNTLEY

Not advised

Not paid

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