

No. 1535

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 1454 No. in Register Book 2606

S.S. "El Montecillo."

Makers of Engines Dunlop Bremner & Co.

Works No. 550

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

Works No. 84 c.

Makers of Donkey Boiler none

Works No.

MACHINERY.



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No.

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. No. in Register Book

Received at Head Office *7th January 1931*

Surveyor's Report on the New Engines, Boilers, and Auxiliary
Machinery of the ~~Single Screw~~ ^{Single Triple} ~~Single~~ ^{Triple} Screw "El Montecillo"

Official No. Port of Registry *Bilbao*
Registered Owners *Compañia General de Navegacion*
Bilbao

Engines Built by *Dunlop Bremner & Co. Ltd*
at *Port Glasgow*

Main Boilers Built by *J. G. Kincaid & Co. Ltd*
at *Greenock*

Donkey " "
at

Date of Completion

First Visit *2-10-19* Last Visit *16/12/20* Total Visits *84*



RECIPROCATING ENGINES.

Works No. **550** No. of Sets **1** Description **Triple expansion,**
surface condensing.

No. of Cylinders each Engine **3** No. of Cranks **3**
Diars. of Cylinders **23", 38", 63"** Stroke **45"**
Cubic feet in each L.P. Cylinder **81.18**
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**
" Condenser **Surface** Cooling Surface **2100** sq. ft.
Diameter of Piston Rods (plain part) **6"** Screwed part (bottom of thread) **4.284"**
Material " **I.S.**
Diar. of Connecting Rods (smallest part) **6"** Material **I.S.**
" Crosshead Gudgeons **6½"** Length of Bearing **6½"** Material "
No. of Crosshead Bolts (each) **4** Diar. over Thrd. **2⅝"** Thrds. per inch **6** Material **Steel**
" Crank Pin " " **2** " **3½"** " **6** " "
" Main Bearings **6** Lengths **13½"**
" Bolts in each **2** Diar. over Thread **2¾"** Threads per inch **5** Material "
" Holding Down Bolts, each Engine **13¼"** Diar. **1¼"** 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 Bremner & Co.**
Piston " " "
Crossheads, " " "
Connecting Rods, Finished by "
Piston " " "
Crossheads, " " "
Date of Harbour Trial **10-12-20.**
" Trial Trip **16-12-20.**
Trials run at **Firth of Clyde.**
Were the Engines tested to full power under Sea-going conditions? **no. "Light ship."**
If so, what was the I.H.P.? Revols. per min. **84**
Pressure in I.H.P. Receiver, **180** lbs., M.P., **45** lbs., L.P., **6** lbs., Vacuum, **26** ins.
Speed on Trial **10.47** 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. **1800** Revols. per min. **42**
Estimated Speed **10½** Knots.



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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 ENGINES

Works No. _____
 Type of Turbine _____
 No. of H.P. Turbines _____
 No. of A.S.M. _____
 No. of L.E. _____
 No. of A.S.M. _____

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

Is Single or Double Reduction Gear employed?

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

11.

12.

1st Reduction Gear

13.

Propeller Shafts

Total Shaft Horse Power

Date of Harbour Trial

14.

15.

16.

Turbine shafts fixed to

Shafts fixed to case by

Reduction Gear shafts fixed by

Shafts fixed to case by

DESCRIPTION OF INSTALLATION

TURBO-ELECTRIC PROPELLING MACHINERY

No. of Turbo-Generator Sets _____

Capacity of each _____

Type of Turbine employed _____

Description of Generator _____

By direct electric current

By means of motor shaft

By means of motor shaft and generator

By means of motor shaft

No. of Motors driving Propeller Shafts _____

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

Is Single or Double Reduction Gear employed?

Description of Motors _____

Revolvs per min. of Generators at Full Power

17.

18.

Date of Harbour Trial

19.

20.

21.



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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

Revol. 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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TURBO-ELECTRIC PROPELLING MACHINE

" Generator
 " Motor
 " Reduction Gear

Turbine shafts forged by

" Wrench forged or cast by

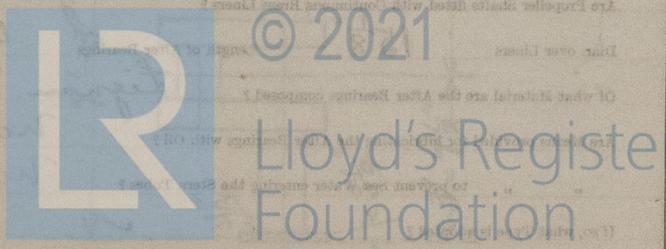
Reduction gear shafts forged by

" Wrench forged or cast by

Shafts supported by bearings

SHAFTING DETAILS

Are the Crank Shafts Hollow or Solid? *Solid*
 No. of lengths in each *3*
 Dia. by hole *12-12 1/2*
 " of crank pins *12 3/4*
 Distance With in Crank Webs *2 1/2*
 Length *1 1/2*
 Diameter of Crank Pin *1 1/2*
 No. of holes each connecting *6*
 Distance from edge of Main Bearing to Crank Web *3 1/4*
 Type of Thrust Block *Flange type*
 No. of Thrust Blocks *2*
 No. of Thrust Blocks at position of Crank *2*
 Thrust Coefficient *25-0*
 Dia. of Intermediate Shafting by Hole *11 1/2*
 Dia. at Mid Length *3"*
 Dia. of Propeller Shaft by Hole *13 3/8*
 Dia. over Hub *13 1/2*
 At what Material are the After Bearing supports?
 What material are the After Bearings with oil?
 To prevent sea water entering the steam pipes?



SHAFTING.

Are the Crank Shafts Built or Solid?

Built.

No. of Lengths in each **3** Angle of Cranks **120°**
 Diar. by Rule **12.128"** Actual **12½"** In Way of Webs **12¾"**
 „ of Crank Pins **12¾"** Length between Webs **13½"**
 Greatest Width of Crank Webs **23"** Thickness **8½"**
 Least „ „ **14"** „ „ „
 Diar. of *Dowels* Keys in Crank Webs **1½"** Length **4**
 „ Dowels in Crank Pins **1½"** Length **4"** Screwed or Plain **plain**
 No. of Bolts each Coupling **6** Diar. at Mid Length **3"** Diar. of Pitch Circle **1'6¼"**
 Greatest Distance from Edge of Main Bearing to Crank Web **¼"**

Type of Thrust Blocks

flange shoe.

No. „ Rings

5

Diar. of Thrust Shafts at bottom of Collars

12½"

No. of Collars

5

„ „ Forward Coupling

2'0"

At Aft Coupling

2'0"

Diar. of Intermediate Shafting by Rule

11.52" Actual**11¾"**

No. of Lengths

5

No. of Bolts, each Coupling

6

Diar. at Mid Length

3"

Diar. of Pitch Circle

1'6¼"

Diar. of Propeller Shafts by Rule

13.39" Actual**13⅞"**

At Couplings

12½"

Are Propeller Shafts fitted with Continuous Brass Liners?

yes.

Diar. over Liners

15⅛"

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

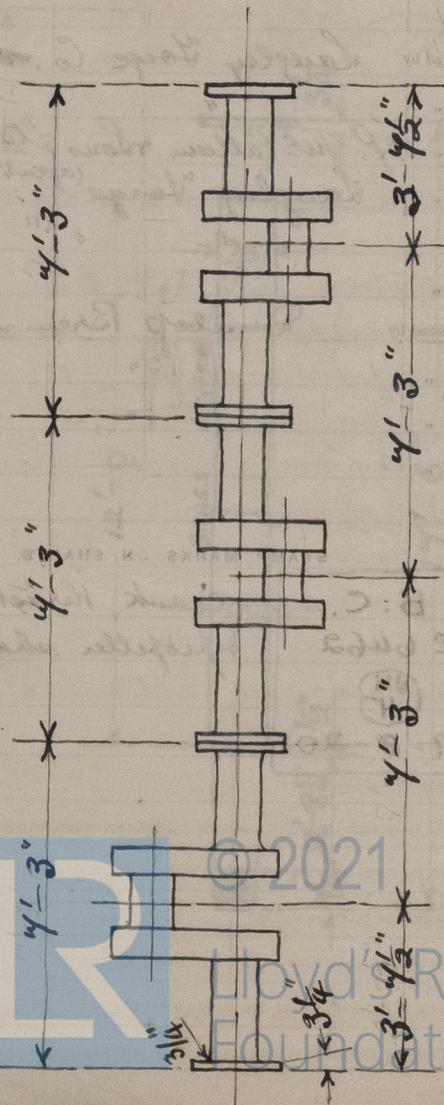
„ „ to prevent Sea Water entering the Stern Tubes?

no.

If so, what Type is adopted?

✓

SKETCH OF CRANK SHAFT.



No. of Blades each Propeller **4** Fitted or Solid? **Solid**
 Material of Blades **C. I.** Boss **C. I.**
 Diam. of Propellers **16'-6"** Pitch **16'-3"** Surface (each) **82** S. ft.
 Coefficient of Displacement of Vessel at $\frac{1}{2}$ Moulded Depth **.49.**

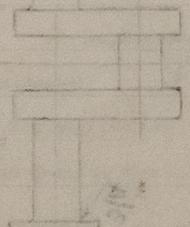
Crank Shafts Forged by **Langley Forge Co.** Material **I. S.**
 „ Pins „ **"** „ **"**
 „ Webs „ **P. W. Callum Sons Ltd** „ **"**
 Thrust Shafts „ **Langley Forge (apart)** „ **"**
 Intermed. „ „ **"** „ **"**
 Propeller „ „ **"** „ **"**
 Crank „ Finished by **Dunlop Breuner & Co.**
 Thrust „ „ **"**
 Intermed. „ „ **"**
 Propeller „ „ **"**

STAMP MARKS ON SHAFTS.

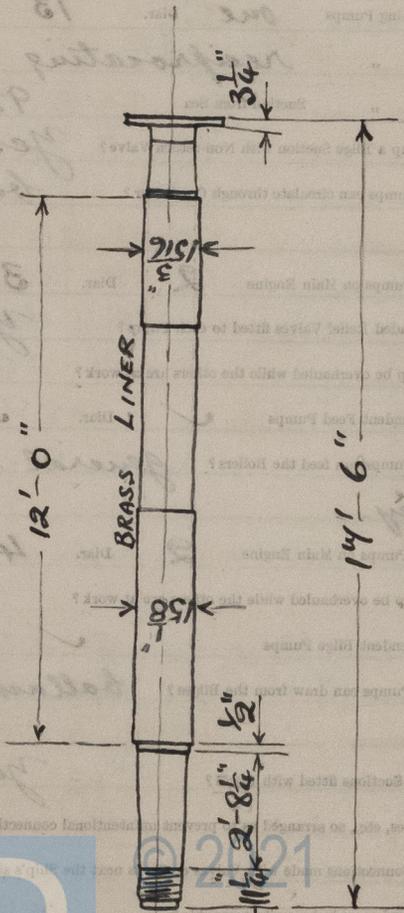
B. C.
 N° 6462

 9-8-20

*Crank, thrust, intermediate,
 & propeller shafting.*



SKETCH OF PROPELLER SHAFT.



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BOILERS.

Works No. **84 c**

No. of Boilers **3** Type **Marine return tube.**

Single or Double-ended **Single**

No. of Furnaces in each **3**

Type of Furnaces **Deighton**

Date when Plan approved **26-9-19**

Approved Working Pressure **180 lb./sq"**

Hydraulic Test Pressure **320 "**

Date of Hydraulic Test **14-9-20**

„ when Safety Valves set **10-12-20.**

Pressure at which Valves were set **184 lb./sq"**

Date of Accumulation Test **10-12-20.**

Maximum Pressure under Accumulation Test **188 lb./sq"**

System of Draught **Natural.**

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

Makers of Plates **Shell, flange & wrapper :- Port Talbot Steel Co.**

„ Stay Bars **Steel Co. of Scotland.**

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

„ Furnaces **Thos. Pigott & Co. Ltd.**

Greatest Internal Diam. of Boilers **13'-9"**

„ „ Length „ **10'-6"**

Square Feet of Heating Surface each Boiler **1666 sq. ft.**

„ „ Grate „ „ **51 "**

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

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 **valve** **one.**

B.C. TEST.

No 3823

320 lbs.

WP. 180 "

J.W.H.

14-9-20



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Thickness of End Plates in Steam Space Approved

1 1/8"

Pillars
Pipes

" " " " " in Boilers

Pitch of Steam Space Stays

1'-5 1/2" x 1'-8 1/2"

Diar. " " " " Approved

3" Threads per Inch

6

" " " " " in Boilers

Material of " " "

steel.

How are Stays Secured?

Nuts & washers inside & outside.

Diar. and Thickness of Loose Washers on End Plates

9" x 27/32"

Riveted " " "

✓

Width " " Doubling Strips " "

✓

Thickness of Middle Back End Plates Approved

13/16"

" " " " " in Boilers

Thickness of Doublings in Wide Spaces between Fireboxes

✓

Pitch of Stays at

8 3/4" x 13 3/8"

Diar. of Stays Approved

1 3/4"

Threads per Inch

11

" " " " in Boilers

Material "

Steel.

Are Stays fitted with Nuts outside?

yes.

Thickness of Back End Plates at Bottom Approved

13/16"

" " " " " in Boilers

Pitch of Stays at Wide Spaces between Fireboxes

9" x 1'-4"

Thickness of Doublings in " "

✓

Thickness of Front End Plates at Bottom Approved

27/32"

" " " " " in Boilers

No. of Longitudinal Stays in Spaces between Furnaces

3 (each space.)

Threads per Inch

Thickness of End Plates Approved

" " " " in Boilers

Thickness of Front End Plates Approved

" " " " in Boilers

Pitch of Stay Tubes at Spaces between Stacks of Tubes

Thickness of Doublings in

Stay Tubes at

Are Stay Tubes fitted with Nuts at Front End?

Thickness of Back End Plates Approved

" " " " in Boilers

Pitch of Stay Tubes in Back End Plates

" " " "

Thickness of Stay Tubes

" " " "

External Diam. of Tubes

Material

Thickness of Furnace Plates Approved

" " " " in Boilers

Smallest outside Diam. of Furnaces

Length between Tube Plates

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Diar. of Stays Approved 2" Threads per Inch 8
 " " in Boilers " " "
 Material " steel
 Thickness of Front Tube Plates Approved $\frac{27}{32}$ "
 " " " " in Boilers " "
 Pitch of Stay Tubes at Spaces between Stacks of Tubes $8\frac{3}{4}" \times 1'-2\frac{1}{4}"$
 Thickness of Doublings in " " "
 " Stay Tubes at " " "
 Are Stay Tubes fitted with Nuts at Front End? Yes, marginal between
 Thickness of Back Tube Plates Approved $\frac{11}{16}"$
 " " " in Boilers " "
 Pitch of Stay Tubes in Back Tube Plates $8\frac{3}{4}" \times 9"$
 " Plain " $4\frac{3}{8}" \times 4\frac{1}{2}"$
 Thickness of Stay Tubes $\frac{1}{4}"$
 " Plain " 9 w.g.
 External Diar. of Tubes $3\frac{1}{4}"$
 Material " Lapwelded wrought iron
 Thickness of Furnace Plates Approved $\frac{17}{32}"$
 " " " in Boilers " "
 Smallest outside Diar. of Furnaces $3'-4\frac{7}{16}"$
 Length between Tube Plates $6'-9"$
 Width of Combustion Chambers (Front to Back) $3'-0"$
 Thickness of " " Tops Approved $\frac{11}{16}"$
 " " " " in Boilers " "
 Pitch of Screwed Stays in C.C. Tops $8" \times 8\frac{1}{2}"$

Diar. of Screwed Stays Approved $1\frac{1}{2}"$ Threads per Inch
 " " in Boilers " " "
 Material " steel
 Thickness of Combustion Chamber Sides Approved $\frac{1}{8}"$
 " " " in Boilers " " "
 Pitch of Screwed Stays in C.C. Sides $8" \times 8"$
 Diar. of Stays Approved $1\frac{1}{2}"$ Threads per Inch
 " " in Boilers " " "
 Material " steel
 Thickness of Combustion Chamber Backs Approved $\frac{1}{8}"$
 " " " in Boilers " " "
 Pitch of Screwed Stays in C.C. Backs $8\frac{1}{2}" \times 1\frac{1}{2}"$
 Diar. of Stays Approved $1\frac{1}{2}"$ Threads per Inch
 " " in Boilers " " "
 Material " steel
 Are all Screwed Stays fitted with Nuts inside C.C.? Yes
 Thickness of Combustion Chamber Bottoms $\frac{1}{8}"$
 No. of Girders over each Wide Chamber 4
 Depth and Thickness of Girders $1\frac{1}{2}" \times 4\frac{1}{2}"$
 Material of Girders steel
 No. of Girders in each Wide Chamber 4
 Size of Lower Mainbrace $4\frac{1}{2}" \times 4\frac{1}{2}"$

Top corner tubes $\frac{3}{8}"$ thick.
 stacks of tubes, only.



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Diar. of Screwed Stays Approved $1\frac{1}{2}$ " Threads per Inch 11
 " " " in Boilers " " "
 Material " " *steel*

Thickness of Combustion Chamber Sides Approved $\frac{1}{16}$ "
 " " " " in Boilers " " "
 Pitch of Screwed Stays in O.C. Sides $8^\circ \times 8^\circ$
 Diar. " " Approved $1\frac{1}{2}$ " Threads per Inch 11
 " " " in Boilers " " "
 Material " " *steel*

Thickness of Combustion Chamber Backs Approved $\frac{5}{8}$ "
 " " " in Boilers " " "
 Pitch of Screwed Stays in C.C. Backs $8\frac{3}{4}" \times 4\frac{5}{8}"$
 Diar. " " Approved $1\frac{1}{2}$ " Threads per Inch 11
 " " " in Boilers " " "
 Material " " *steel*

Are all Screwed Stays fitted with Nuts inside O.O.? *yes.*

Thickness of Combustion Chamber Bottoms $\frac{1}{16}$ "

No. of Girders over each Wing Chamber 4
 " " " Centre " 3
 Depth and Thickness of Girders $9\frac{1}{2}"$, $\frac{3}{4}"$ double.
 Material of Girders *steel*
 No. of Stays in each 3

No. of Tubes, each Boiler 228.
 Size of Lower Manholes $16" \times 12"$

VERTICAL DONKEY BOILERS.

No. of Boilers
 Type
 Height
 Greatest Int. Diar.
 Height of Boiler Crown above Fire Grate
 Are Boiler Crown Flat or Dished?
 Internal Radius of Dished Ends
 Thickness of Plates
 Description of Seams in Boiler Crown
 Int. of Rivet Joints
 Height of Firebox Crown above Fire Grate
 Are Firebox Crown Flat or Dished?
 External Radius of Dished Crown
 No. of Crown Stays
 Diar.
 Material
 Thickness of Plates
 Horizontal Diar. of Firebox at Top
 Bottom
 No. of Water Tubes
 Int. Diar.
 Thickness
 Material of Water Tubes
 Size of Manhole in Shell
 Dimensions of Combustion Box
 Height, width, and boiler
 Grate Surface

SUPERHEATERS.



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VERTICAL DONKEY BOILERS.

No. of Boilers Type
 Greatest Int. Diar. Height
 Height of Boiler Crown above Fire Grate
 Are Boiler Crowns Flat or Dished?
 Internal Radius of Dished Ends Thickness of Plates
 Description of Seams in Boiler Crowns
 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
 Internal Dia. or Diameter
 External Dia.
 Thickness
 How are Joints secured?
 Date of Hydraulic Test
 Test Pressure
 No. of Pipes
 Material
 Internal Dia. or Diameter
 External Dia.
 Thickness
 How are Joints secured?
 Date of Hydraulic Test
 Test Pressure
 No. of Pipes
 Material
 Internal Dia. or Diameter
 External Dia.
 Thickness
 How are Joints secured?
 Date of Hydraulic Test
 Test Pressure



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MAIN STEAM PIPES.

No. of Lengths

6

Material

S. d. Copper.

Brazed, Welded or Seamless

Seamless.

Internal Diar.

4 1/4"

Thickness

6 W.G.

How are Flanges secured?

brazed

Date of Hydraulic Test

12-10-20

Test Pressure

360 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

STEAM EVAPORATORS

105. Located by ...

Vertical ...

Working Pressure ...

Date of Test ...

...

...

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EVAPORATORS.

No. 1 Type *vertical* Tons per Day 20
 Makers *Davie & Horne*
 Working Pressure 25 lb. Shell 50
 Test Pressure Coils 400 Date of Test 14-9-20.
 Date of Test of Safety Valves under Steam 16-12-20.

FEED WATER HEATERS.

No. Type
 Makers
 Working Pressure Test Pressure Date of Test
Davie & Horne Combined.

FEED WATER FILTERS.

No. Type *Direct contact.* Size
 Makers
 Working Pressure 180 lb. Test Pressure ~~360~~ 400 lb. Date of Test 9-9-20

LIST OF DONKEY PUMPS.

1. Ballast, by Dawson & Downie of Clydebank.
 Vertical duplex, 8" x 9" x 8"
 Suctions: - Sea, tanks, bilge, special bilge.
 Discharges: - Tanks, condensers, overboard.
2. General service, same makers,
 - vert. dup. 6" x 4 1/4" x 6"
 Suctions: - Sea, hotwell, boilers, condenser,
 drain tank, condenser.
 Discharges: - boilers, deck, o'board, engine-
 room hose.
3. Harbour donkey, same makers, vert.
 dup., 5" x 3 1/2" x 6"
 Suctions: - Sea, aux. condenser drain tank,
 Discharges: - boiler, o'board.
4. Oil fuel transfer, by G. & J. Weir, Cathcart.
 5 1/2" x 6" x 15".
5. Oil fuel pumps & heaters (in duplicate) by
 same makers. (White's system.)



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Positions of Auxiliary Switch Boards, with No. of Switches on each *W Fuse-boards in Crews*

quarters, Engineers quarters, Saloon passage, chart room, and engine-room.

Are Cut-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

"

To each Lamp Circuit

"

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

Yes.

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. *16* S.W.G.

How are Conductors in Engine and Boiler Spaces protected?

Armoured.

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

Lead covered.

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp

Armoured cables.

(2) " " passing through Bunkers or Cargo Spaces

100

(3) " " Deck Beams or Bulkheads

100

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

Are all Joints in accessible positions, none being made in Bunkers or Cargo Spaces?

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

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

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

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? *"*

Date of Trial of complete Installation *16th Dec. '20.* Duration of Trial *24 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?

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?

Is the Workmanship throughout thoroughly satisfactory?

The above correctly describes the Machinery of the S.S.

as ascertained by me from personal examination

"Montecillo"

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 ...		£	:	:

It is submitted that this Report be approved,

Walter King
Chief Surveyor.

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

1921

12th January

Fees advised

Fees paid



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Lloyd's Register Foundation
Secretary.

GENERAL CONSTRUCTION

U.S.	U.S.	U.S.	U.S.
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
10	10	10	10
11	11	11	11
12	12	12	12
13	13	13	13
14	14	14	14
15	15	15	15
16	16	16	16
17	17	17	17
18	18	18	18
19	19	19	19
20	20	20	20
21	21	21	21
22	22	22	22
23	23	23	23
24	24	24	24
25	25	25	25
26	26	26	26
27	27	27	27
28	28	28	28
29	29	29	29
30	30	30	30
31	31	31	31
32	32	32	32
33	33	33	33
34	34	34	34
35	35	35	35
36	36	36	36
37	37	37	37
38	38	38	38
39	39	39	39
40	40	40	40
41	41	41	41
42	42	42	42
43	43	43	43
44	44	44	44
45	45	45	45
46	46	46	46
47	47	47	47
48	48	48	48
49	49	49	49
50	50	50	50
51	51	51	51
52	52	52	52
53	53	53	53
54	54	54	54
55	55	55	55
56	56	56	56
57	57	57	57
58	58	58	58
59	59	59	59
60	60	60	60
61	61	61	61
62	62	62	62
63	63	63	63
64	64	64	64
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66	66	66	66
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71	71	71	71
72	72	72	72
73	73	73	73
74	74	74	74
75	75	75	75
76	76	76	76
77	77	77	77
78	78	78	78
79	79	79	79
80	80	80	80
81	81	81	81
82	82	82	82
83	83	83	83
84	84	84	84
85	85	85	85
86	86	86	86
87	87	87	87
88	88	88	88
89	89	89	89
90	90	90	90
91	91	91	91
92	92	92	92
93	93	93	93
94	94	94	94
95	95	95	95
96	96	96	96
97	97	97	97
98	98	98	98
99	99	99	99
100	100	100	100

It is submitted that this Report be approved.

[Signature]

Approved by the Committee for the Cases of M.B.s on the 19th of January 1901

Monticello

[Signature]

1901



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