

No. 2075

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. 2045 No. in Register Book 3386

S.S. "BARON TWEEDMOUTH"

Makers of Engines John G. Kincaid & Co. Ltd

Works No. 635

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

Works No. 635

Makers of Donkey Boiler

Works No. —

MACHINERY.



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01815-0162-024

3 10 14

$\frac{1}{8}$ 28 LP

$\frac{11}{16}$

$\frac{40}{1000}$ see.

$\frac{55}{1000}$

$\frac{13}{16}$

11.46

$\frac{11}{16}$

Spelman Shapton
No Reports.

No Reports
X Head
Pow. Lines
Pictorial



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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

14 June 1921

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

"BARON TWEEDMOUTH."

Official No.

Port of Registry ARDROSSAN.

Registered Owners

H. Hogarth & Sons

Engines Built by

John G. Kincaid & Co. Ltd

at

Greenock

Main Boilers Built by

same firm

at

place.

Donkey ..

NONE

at

Date of Completion

9TH JUNE

1921

First Visit 9. 9. 26

Last Visit

7. 6. 27

Total Visits 55

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RECIPROCATING ENGINES.

Works No. **635** No. of Sets **One** Description **Triple expansion**
SURFACE CONDENSING, DIRECT ACTING, INVERTED,
RECIPROCATING. STEAM ENGINES

No. of Cylinders each Engine **3** ^{37"} No. of Cranks **3**
 * Diars. of Cylinders **21½", 35½" and 60" 62"** Stroke **39"**
 Cubic feet in each L.P. Cylinder **63.8. 68.13**

Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cylr.? **YES.**

" " " each Receiver? **YES**

Type of H.P. Valves, **PISTON VALVE**
 " 1st L.P. " **SLIDE VALVE ANDREWS & CAMERON TYPE**

" 2nd L.P. " **SLIDE VALVE DOUBLE PORTED.**

" Valve Gear **Stevenson Link.**

" Condenser **Surface** Cooling Surface **1850** sq. ft.

Diameter of Piston Rods (plain part) **6"** Screwed part () **4½" 9" 10"**

Material " **INGOT STEEL**

Diar. of Connecting Rods (smallest part) **5½"** Material **INGOT STEEL**

" Crosshead Gudgeon **7"** Length of Bearing **10¾"** Material **GUN METAL.**

No. of Crosshead Bolts (each) **2** Diar. over Thrd. **3½"** Thrds. per inch **6** Material **MILD STEEL**

" Crank Pin " **2** " **3½"** " **6** " " "

" Main Bearings **6** Lengths **12"**

" Bolts in each **2** Diar. over Thread **2¾"** Threads per inch **6** Material " "

" Holding Down Bolts, each Engine **8** Diar. **1¾"** No. of Metal Chocks **64**

Are the Engines bolted to the Tank Top or to a Built Seat? **BOLTED TO TANK TOP.**

Are the Bolts tapped through the Tank Top and fitted with Nuts Inside? **YES WHERE POSSIBLE.**

If not, how are they fitted?

* Diars. of cyls. altered, per J.G.K.'s letter of 15/10/26.
 (see shafting).

Connecting Rods, Forged by **HANIEL LUEG**
JOHN G. KINCAID & CO LTD *Haniel Lueg*

Piston " " " " " " " " " " " "

Crossheads, " " " " " " " " " " " "

Connecting Rods, Finished by **JOHN G. KINCAID & CO LTD**

Piston " " " " " " " " " " " "

Crossheads, " " " " " " " " " " " "

Date of Harbour Trial **2ND JUNE 1927.**

" Trial Trip **7TH JUNE 1927.**

Trials run at **FIRTH OF ELYDE.**

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

If so, what was the L.H.P.? **1618.** Revols. per min. **84.**

Pressure in 1st L.P. Receiver, **70** lbs., 2nd L.P., **12** lbs., Vacuum, **27** ins.

Speed on Trial **11.66 knots.**

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

data:—

Builders' estimated L.H.P. **1300** Revols per min. **65.**

Estimated Speed **10 knots.**

VESSEL IN LIGHT DRAUGHT AT TIME OF TRIALS.



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TURBINE ENGINES.

Works No. — Type of Turbines —

No. of H.P. Turbines — No. of L.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? —

Diar. of 1st Reduction Pinion — } Width — Pitch of Teeth —

" 1st " Wheel — }

Estimated Pressure per lineal inch —

Diar. of 2nd Reduction Pinion — } Width — Pitch of Teeth —

" 2nd " Wheel — }

Estimated Pressure per lineal inch —

Revs. per min. of H.P. Turbines at Full Power — S.H.P. —

" " L.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 — Knots. Propeller Revs. per min. — S.H.P. —

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 \longrightarrow Capacity of each \longrightarrow

Type of Turbines employed \longrightarrow

Description of Generators \longrightarrow

No. of Motors driving Propeller Shafting \longrightarrow

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

Is Single or Double Reduction Gear employed? \longrightarrow

Description of Motors \longrightarrow

Diam. of 1st Reduction Pinion \longrightarrow } Width \longrightarrow Pitch of Teeth \longrightarrow
 „ 1st „ Wheel \longrightarrow

Estimated Pressure per lineal inch \longrightarrow

Diam. of 2nd Reduction Pinion \longrightarrow } Width \longrightarrow Pitch of Teeth \longrightarrow
 „ 2nd „ Wheel \longrightarrow

Estimated Pressure per lineal inch \longrightarrow

Revs. per min. of Generators at Full Power \longrightarrow

„ Motors „ \longrightarrow

„ 1st Reduction Shaft \longrightarrow

„ 2nd „ \longrightarrow

„ Propellers at Full Power \longrightarrow

Total Shaft Horse Power \longrightarrow

Date of Harbour Trial \longrightarrow

„ Trial Trip \longrightarrow

Trials run at \longrightarrow

Speed on Trial \longrightarrow Knots. Propeller Revs. per min. \longrightarrow S.H.P. \longrightarrow

Makers of Turbines

Generators \longrightarrow

Motors \longrightarrow

Reduction Gear \longrightarrow

Turbine Spindles forged by \longrightarrow

„ Wheels forged or cast by \longrightarrow

Reduction Gear Shafts forged by \longrightarrow

„ Wheels forged or cast by \longrightarrow

DESCRIPTION OF INSTALLATION.



SHAFTING.

Are the Crank Shafts Built or Solid?

Built

No. of Lengths in each

3

Angle of Cranks

120°

Diar. by Rule

11-75"
11-8"

Actual

11¹³/₁₆"

In Way of Webs

12"

" of Crank Pins

11¹³/₁₆"

Length between Webs

1'-0"

Greatest Width of Crank Webs

1'-10¹/₂"

Thickness

7³/₈"

Least

1'-5¹/₂"

"

7³/₈"

Diar. of ~~Pin~~ in Crank Webs

Pins

1³/₄"

Length

4³/₄"

" Dowels in Crank Pins

Length

Screwed or Plain

No. of Bolts each Coupling

6

Diar. at Mid Length

2¹³/₁₆"

Diar. of Pitch Circle

1'-5¹/₄"

Greatest Distance from Edge of Main Bearing to Crank Web

Type of Thrust Blocks

Horse-Shoe.

No. " Rings

5

Diar. of Thrust Shafts at bottom of Collars

11¹³/₁₆"

No. of Collars

5

" " Forward Coupling

11¹³/₁₆"

At Aft Coupling

11¹³/₁₆"

Diar. of Intermediate Shafting by Rule

11-23"
11-19"

Actual

11¹/₄"

No. of Lengths

5

No. of Bolts, each Coupling

6

Diar. at Mid Length

2¹³/₁₆"

Diar. of Pitch Circle

1'-5¹/₄"

Diar. of Propeller Shafts by Rule

12-57"
12-52"

Actual

13¹/₂"

At Couplings

11¹³/₁₆"

Are Propeller Shafts fitted with Continuous Brass Liners?

Yes.

Diar. over Liners

14³/₄"

15"

15"

15"

15"

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15"

Of what Material are the After Bearings composed?

LIENUMVITAA

Are Means provided for lubricating the After Bearings with Oil?

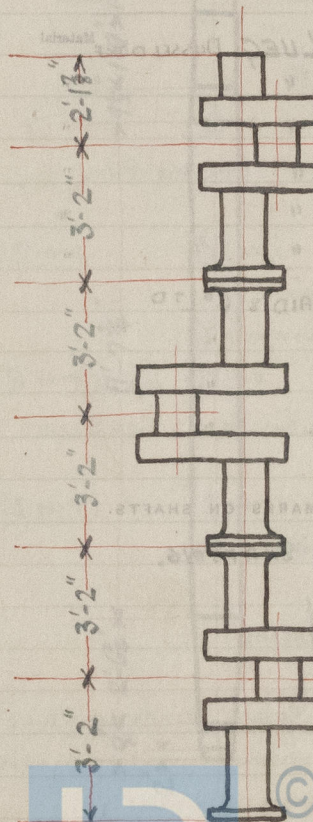
No.

" " to prevent Sea Water entering the Stern Tubes?

No.

If so, what Type is adopted?

SKETCH OF CRANK SHAFT.



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Fitted or Solid? **SOLID**

Material of Blades BRONZE

Boss BRONZE

Diar. of Propellers 16'-0" Pitch 16'-0"

Surface (each 91

S. it.

Coefficient of Displacement of Vessel at 4-Moulded Depth

Unrestricted Service.

6 Crank Shafts Forged by HANIEL & LUEG DUSSELDORF. Material I.S.

3 " Pins " 11 11 11 11

6 " Webs " 11

Thrust Shafts " " " "

Intermed.	"	"	"	"
-----------	---	---	---	---

Propeller	"	"	"	"
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Crank „ Finished by J.G. KINCAID & CO LTD.

Thrust 22 22 23 24 25

Intermed. "	"	"	"	"
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Propeller	25	25	15	15	1
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STAMP MARKS ON SHAFTS.

FINAL MARKS ON SHAFTING.

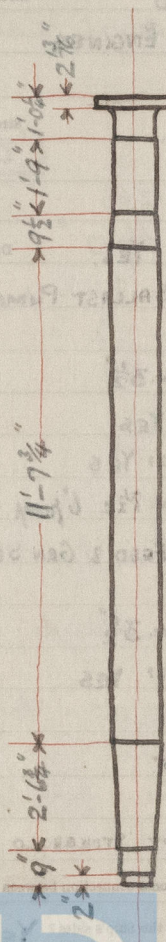
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No. 10411

RLC

19-4-27

SKETCH OF PROPELLER SHAFT.



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PUMPS, ETC.

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

Worked by Main or Independent Engines? **MAIN ENGINES**

No. of Circulating Pumps	Diar.	Stroke
--------------------------	-------	--------

Type of " CENTRIFUGAL

Diar. of " Suction from Sea Gⁿ

Has each Pump a Bilge Suction with Non-return Valve? YES

What other Pumps can circulate through Condenser? **BALLAST PUMP**

No. of Feed Pumps on Main Engine 2 Diar. $3\frac{1}{2}$ " 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 1 Diar. $8\frac{1}{2}$ " 6" pumps Stroke 18"

What other Pumps can feed the Boilers? HARBOUR FEED & GEN SERVICE PUMP

No. of Bilge Pumps on Main Engine 2 Diar. $3\frac{1}{2}$ " Stroke 22

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

Are all Bilge Suctions fitted with Roses? **YES EXCEPT STOKANOLD BILGES**

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 ~~below~~ the Deep Load Line? **Yes EXCEPT MAIN DISCHARGE**

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

COAL ONLY.

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BOILERS.

Works No. **635**

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

Single or Double-ended **Single.**

No. of Furnaces in each **3**

Type of Furnaces **Deighton. COAL ONLY.**

Date when Plan approved **22/9/26.**

Approved Working Pressure **210 lb/□"**

Hydraulic Test Pressure **365 "**

Date of Hydraulic Test **29. 4. 27.**

„ when Safety Valves set **2. 6. 27.**

Pressure at which Valves were set **210 lbs.**

Date of Accumulation Test **2. 6. 27.**

Maximum Pressure under Accumulation Test **212 lbs.**

System of Draught **Natural.**

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

Makers of Plates **Mannesmann Werke Düsseldorf. ✓**

„ Stay Bars **Gutthoffnungsbütte Oberhausen.**

„ Rivets **North-West Rivet, Bolt & Nut Factory, Ltd.**

„ Furnaces **Deighton Pat. Furn. & Tube Co. Ltd. ✓**

Greatest Internal Diam. of Boilers **15'-10½"**

„ „ Length „ **11'-6"**

Square Feet of Heating Surface each Boiler **2499**

„ „ Grate „ **61.5**

No. of Safety Valves each Boiler **One pair** Rule Diam. **2 63/64"** Actual **3"**

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

No. of Pressure Gauges, each Boiler **1** No. of Water Gauges **2**

„ Test Cocks „ **NONE** „ Salinometer Cocks **1**



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Mountain on Pallois.

PILLARS.
pipes? *Pipes*
PIPES

COCKS

Wabun

One.

2

$1\frac{1}{2}''$

10

Siemens Martin Mild Steel

Butt

Double

Yes

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

$$\frac{1}{1} \frac{1}{1}$$

14
Trenching

Часни
Г. 11

1-

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

10 1/2"

10

10

—

—

9

2

MACHINE

Pitch 4.075"

1½

Manholes in top back end plates:

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Thickness of End Plates in Steam Space Approved

$1\frac{11}{32}$ "

" " " " " in Boilers

Pitch of Steam Space Stays

(See opposite.)

Diar. " " " " Approved $3\frac{1}{2}$ " Threads per Inch

6

" " " " " in Boilers

Material of " " "

Steel.

How are Stays Secured?

Nuts & loose washers inside & outside.

Diar. and Thickness of Loose Washers on End Plates

$12\frac{1}{4}$ " x $\frac{29}{32}$ "

" " Riveted " " "

Width " " Doubling Strips

Thickness of Middle Back End Plates Approved

$\frac{27}{32}$ "

" " " " " in Boilers

Thickness of Doublings in Wide Spaces between Fireboxes

Pitch of Stays at

$14\frac{1}{4}$ "

Diar. of Stays Approved

$1\frac{7}{8}$ "

Threads per Inch

9

" " in Boilers

Material "

Steel.

Are Stays fitted with Nuts outside?

Yes.

Thickness of Back End Plates at Bottom Approved

$\frac{27}{32}$ "

" " " " " in Boilers

Pitch of Stays at Wide Spaces between Fireboxes

Widening - various.

Thickness of Doublings in

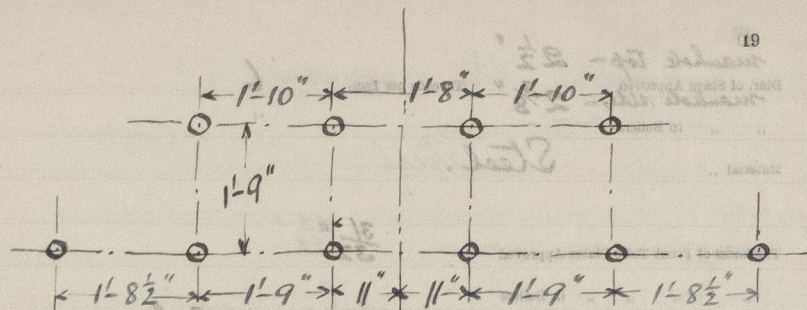
Thickness of Front End Plates at Bottom Approved

$\frac{3}{32}$ "

" " " " " in Boilers

No. of Longitudinal Stays in Spaces between Furnaces

3



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manhole top - $2\frac{1}{2}"$
 Diar. of Stays Approved
 manhole side - $2\frac{3}{8}"$ Threads per Inch 6
 " " in Boilers

Material " Steel.

Thickness of Front Tube Plates Approved $\frac{31}{32}"$

" " " 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 Tube Plates Approved $1\frac{1}{16}"$

" " " in Boilers

Pitch of Stay Tubes in Back Tube Plates

" Plain "

Thickness of Stay Tubes

" Plain "

External Diar. of Tubes

Material "

Thickness of Furnace Plates Approved $2\frac{3}{32}"$

" " " in Boilers

Smallest outside Diar. of Furnaces

Length between Tube Plates

Width of Combustion Chambers (Front to Back)

Thickness of " " Tops Approved $\frac{23}{32}"$

" " " in Boilers

Pitch of Screwed Stays in O.O. Tops



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Diar. of Screwed Stays Approved

 $1\frac{3}{4}"$

Threads per Inch

9

" " " in Boilers

Material " "

Steel.

Thickness of Combustion Chamber Sides Approved

 $\frac{23}{32}"$

" " " " in Boilers

Pitch of Screwed Stays in C.O. Sides

 $9\frac{1}{8}" \times 9\frac{1}{8}"$

Diar. " " Approved

 $1\frac{3}{4}"$

Threads per Inch

9

" " " in Boilers

Material " "

Steel.

Thickness of Combustion Chamber Backs Approved

Centre - $\frac{23}{32}"$
Wings - $\frac{11}{16}"$

" " " " in Boilers

Pitch of Screwed Stays in C.O. Backs

 $9\frac{1}{8}" \times 8\frac{1}{4}"$

Diar. " " Approved

 $1\frac{3}{4}"$

Threads per Inch

9

" " " in Boilers

Material " "

Steel.

Are all Screwed Stays fitted with Nuts inside C.O.?

Yes.
 $\frac{15}{16}"$

Thickness of Combustion Chamber Bottoms

No. of Girders over each Wing Chamber

4

" " " Centre "

3

Depth and Thickness of Girders

 $10\frac{1}{2}" \times \frac{7}{8}"$ (double)

Material of Girders

Steel plates.

No. of Stays in each

3

No. of Tubes, each Boiler

356

Size of Lower Manholes

 $16" \times 12"$

VERTICAL DONKEY BOILERS

No. of Boilers
Greatest Int. Diam.
Height of Boiler Crown above the Grate
The Boiler Crown Flat or Dished?
Internal Radius of Dished Boilers
Description of means of Boiler Crown
Diam. of Water Tubes
Height of Pressure Crown above the Grate
Are Pressure Crown Flat or Dished?
External Radius of Dished Crown
Diam. of Crown Stays
Internal Diam. of Pressure at Top
Thickness of Plates
No. of Water Tubes
Material of Water Tubes
Size of Manhole in Shell
Dimensions of Connecting Pipe
Heating Surface each 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		
Joined, Welded or Bolted		
Internal Diar.		
Thickness		
How are Joints secured?		
Date of Hydraulic Test		
Test Pressure		



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MAIN STEAM PIPES.

No. of Lengths	ONE	TWO	
Material	COPPER	COPPER	
Brazed, Welded or Seamless	SEAMLESS	SEAMLESS	
Internal Diam.	4 1/2"	4 1/2"	
Thickness	4 W.G.	4 W.G.	
How are Flanges secured?	BRAZED.	BRAZED.	
Date of Hydraulic Test	10-5-27.	20-5-27.	
Test Pressure	420 lbs.	420 lbs.	
No. of Lengths			
Material			
Brazed, Welded or Seamless			
Internal Diam.			
Thickness			
How are Flanges secured?			
Date of Hydraulic Test			
Test Pressure			
No. of Lengths			
Material			
Brazed, Welded or Seamless			
Internal Diam.			
Thickness			
How are Flanges secured?			
Date of Hydraulic Test			
Test Pressure			

SUPERHEATERS

No. of Lengths			
Material			
Brazed, Welded or Seamless			
Internal Diam.			
Thickness			
How are Flanges secured?			
Date of Hydraulic Test			
Test Pressure			

LIST OF STEAM PUMPS, EVAPORATORS.

No. of Lengths			
Material			
Brazed, Welded or Seamless			
Internal Diam.			
Thickness			
How are Flanges secured?			
Date of Hydraulic Test			
Test Pressure			
No. of Lengths			
Material			
Brazed, Welded or Seamless			
Internal Diam.			
Thickness			
How are Flanges secured?			
Date of Hydraulic Test			
Test Pressure			
No. of Lengths			
Material			
Brazed, Welded or Seamless			
Internal Diam.			
Thickness			
How are Flanges secured?			
Date of Hydraulic Test			
Test Pressure			



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EVAPORATORS.

No. DNE Type ONE TYPE N° 83240 Tons per Day

Makers G & J WEIR LTD

Working Pressure 210/lbs. Test Pressure 210/lbs. Date of Test 4/2/27

Date of Test of Safety Valves under Steam 7. 6. 27 at 25/lbs.

FEED WATER HEATERS.

No. ONE Type 220/lbs. 420/lbs. N° 83238

Makers G. & J. WEIR LTD.

Working Pressure 210/lbs. Test Pressure 210/lbs. Date of Test 4/2/27

FEED WATER FILTERS.

No. One Type Pressure 3752 (W/H)

Makers Davie & Horne Ltd

Working Pressure 210 lbs./sq. in. Test Pressure 500 lbs./sq. in. Date of Test 23/11/26

LIST OF DONKEY PUMPS.

INDEP. FEED PUMP. G. & J. WEIR LTD N° 83239

SUCTIONS. F.W. TANK, HEATER, SEA, CONDENSER & FLOAT TANK, BOILERS

DISCHARGE MAIN & AUX FEED CHECKS & OVERBOARD

DONKEY OR HARBOUR PUMP. LAMONT 6" x 4 1/4" x 6 N° 1359

SUCTION FLOAT CONTROL TANK.

DISCHARGE AUX FEED CHECK.

CENTRIFUGAL CIR. PUMP. DRAISDALE N° 18167 COMP ENGINE

BALLAST PUMP. LAMONT 8" x 9" x 10" N° 13755

SUCTIONS. MAIN BILGE, INDEP. BILGE, TANKS,

DISCHARGES CONDENSER, WING CONDENSER, TANKS, OVERBOARD

GENERAL SERVICE PUMP. LAMONT 8" x 5" x 9" N° 13762

SUCTIONS. BOILERS, CONDENSER & HOTWELL, TANKS, SEA,

DISCHARGES OVERBOARD, WING CONDENSER, FILTERS, DECK.

STEERING ENGINE

MCGREGOR P. GLASGOW TELE MOTOR BROWN BROS.

WINDLASS. EMERSON WALKER & THOMPSON.



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OTHER ARTICLES OF SPARE GEAR:—

Capacity of each

No. of Compressors

No. of Cranks

or Independently

Insulation

Spaces ?

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

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

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THE SHIP'S EQUIPMENT

Line of Ship	Time required to obtain this light	Time of burning per hour	Time of burning per day	Time of burning per month
-----------------	--	--------------------------------	-------------------------------	---------------------------------

Description of Light

No. of Lights

Particulars of these Circuits

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

Particulars of these Circuits

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

Particulars of these Circuits

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

Particulars of these Circuits

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

Particulars of these Circuits

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ELECTRIC LIGHTING.

Installation Fitted by **TELFORD GRIER & MACKAY LTD.**

No. and Description of Dynamos **ONE COM. WOUND SEMI-ENCLOSED**

Makers of Dynamos **N 14 ALLEN & CO BEDFORD. N° 1/68**

Capacity **73** Amperes, at **8K.W.** Volts, **110.** Revols. per Min. **330**

Current Alternating or Continuous **CONTINUOUS.**

Single or Double Wire System **DOUBLE**

Position of Dynamos **ENGINE RM. AFT STARBOARD.**

Main Switch Board **" " " " " "**

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

Particulars of these Circuits:—

Circuit.	Number of Lights	Candle Power Watts	Current Required. Amps.	Size of Conductor.	Current Density.	Conductivity of Conductor.	Insulation Resistance per Mile.
FORWARD	20	30	6	7/129	1332	100%	60000
ENGINEERS.	28	30	17	7/136	2430		
	1	100					
WIRELESS.			14	7/136	2000		
NAVIGATION.	17	Varies	8	7/129	1778		
SALOON.	34	30	9	7/129	2000		
ENGINE ROOM.	3	110.	10	7/129	2222		
	26	30					

Total No. of Lights **129.** No. of Motors driving Fans, &c. **1.** No. of Heaters **1.**

Current required for Motors and Heaters **1.**



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Are Out-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits

On Aux. " " each Auxiliary Circuit

Wherever a Cable is reduced in size

To each Lamp Circuit

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

Are the Fuses of Standard Sizes ?

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

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

Smallest Single Wire used, No. 1/8 S.W.G., Largest, No. 1/8 S.W.G.

How are Conductors in Engine and Boiler Spaces protected? *Armoured steel covered*

Saloons, State Rooms, &c., „ ? Lead covered

What special protection is provided in the following cases?—

- (1) Conductors exposed to Heat or Damp *Armoured in tubing where exposed*
(2) " passing through Bunkers or Cargo Spaces *tubing*
(3) " " Deck Beams or Bulkheads *Glands in Bulkheads*

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?

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

Has the Insulation Resistance over the whole system been tested?

What does the Resistance amount to ?

Is the Installation supplied with a Voltmeter?

" " " an Ampere Meter?

Date of Trial of complete Installation 7 - 6 - 27

Duration of Trial 6 hours

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

Robert H Greig

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GENERAL CONSTRUCTION.

Have the Machinery and Boilers been constructed in accordance with the requirements of the Rules and the

Approved Plans? *Yes*

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

Surveyor.

Are the Materials used in the Construction of Engines and Boilers, so far as could be seen, sound and

trustworthy? *Yes*

Is the Workmanship throughout thoroughly satisfactory? *Yes*

The above correctly describes the Machinery of the S.S. *BARON TWEEDMOUTH*

as ascertained by ^{us}me from personal examination

Robert L. Gray

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

Fees—

MAIN BOILERS.

	£	s.	d.
H.S. Sq. ft.	29	10	0
G.S. "	:	:	:

DONKEY BOILERS.

H.S. Sq. ft.	:	:	:
G.S. "	:	:	:
£	:	:	:

ENGINES.

L.P.C. Cub. ft.	44	1	6
£	:	:	:

Testing, &c.

Expenses	EL	8	0	0
Total	£	81	11	6

It is submitted that this Report be approved.

W. L. Gray
Chief Surveyor.

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

10th August 1917

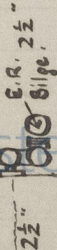
Fees advised

Fees paid

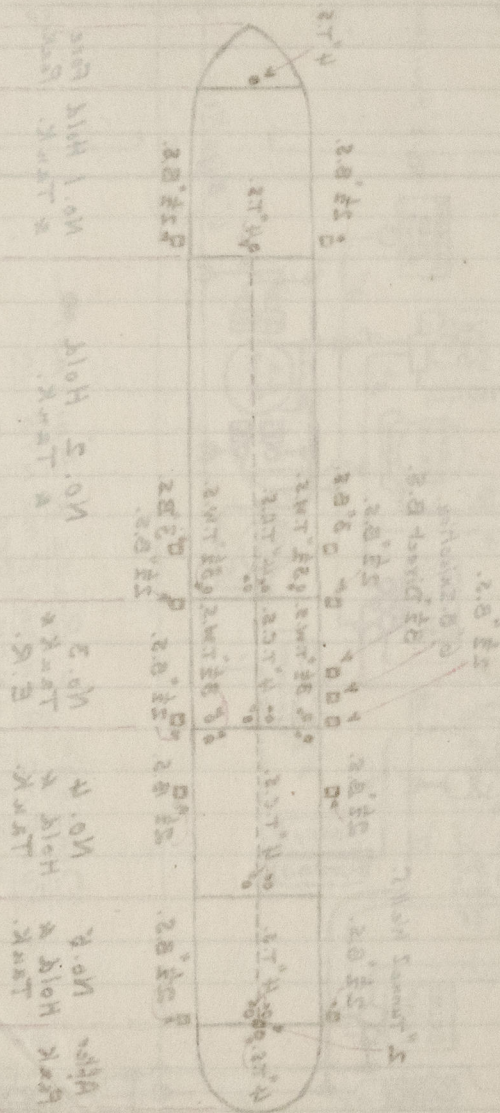


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Visits

9/9/26.
30/9/26.
15/10/26.
22/10/26.
12/11/26.
3/12/26.
7/12/26.
17/12/26.
21/12/26.
24/12/26.
11/1/27.
14/1/27.
19/1/27.
21/1/27.
25/1/27.
28/1/27.
31/1/27.
3/2/27.



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