

No. 1819

288
Kinnaird Bros. Ltd.
THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. *2144* No. in Register Book *3502*

S.S. "SIR WILLIAM H. KERR" *KERR*

Makers of Engines *FERGUSON BROS.*

Works No. *882*

Makers of Main Boilers *JOHN G. KINCAID & CO. LTD.*

Works No. *124*

Makers of Donkey Boiler *NONE*

Works No. *—*

MACHINERY.



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015355-015365-0112

No. 1819

THE BRITISH CORPORATION FOR THE SURVEY
AND
REGISTRY OF SHIPPING.

Report No. No. in Register Book

S.S. "SIR WILLIAM H. RAE BURN"

Makers of Engines FERGUSON BROS

Works No. 288

Makers of Main Boilers JOHN G. KINCAID & CO LTD

Works No. 184

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 *2nd May 1928.*

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

"SIR WILLIAM H. RAEBURN"

Official No. Port of Registry **GLASGOW.**

Registered Owners **CLYDE NAVIGATION TRUSTEES**

Engines Built by **FERGUSON BROS.**

at **PORT GLASGOW.**

Main Boilers Built by **JOHN G. KINCAID & CO. LTD**

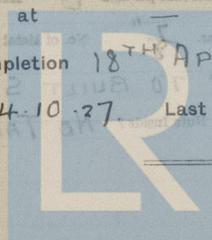
at **GREENOCK**

Donkey " " **NONE**

at

Date of Completion **18TH APRIL 1928**

First Visit **14-10-27** Last Visit **18-4-28** Total Visits **42**



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RECIPROCATING ENGINES.

Works No. 288 No. of Sets 2 Description COMPOUND EXPANSION

VERTICAL, DIRECT ACTING, STEAM RECIPROCATING ENGINES.

No. of Cylinders each Engine 2 No. of Cranks 2
 Diars. of Cylinders 11" 22" Stroke 16"

Cubic feet in each L.P. Cylinder 3.53

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

" " " each Receiver? YES

Type of H.P. Valves, ANDREWS & CAMERON SLIDE VALVE

" 1st I.P. "

" 2nd I.P. "

" L.P. "

" Valve Gear STEPHENSON LINK MOTION

" Condenser SURFACE BUILT TYPE Cooling Surface 600 sq. ft.

Diameter of Piston Rods (plain part) 2½" Screwed part (bottom of thread) 1.986

Material " HIGH TENSILE STEEL

Diar. of Connecting Rods (smallest part) 2¾" Material M. S

" Crosshead Gudgeons 2¼" Length of Bearing 2-3" Material H.T. STEEL

No. of Crosshead Bolts (each) 4 Diar. over Thrd. 1½" Thrds. per inch 7 Material "

" Crank Pin " " 2 " 1½" " 6 " "

" Main Bearings 3 Lengths 2 @ 7¼" 1-9½"

" Bolts in each 2 Diar. over Thread 1½" Threads per inch 6 Material "

" Holding Down Bolts, each Engine 18 Diar. 7/8" No. of Metal Checks 18

Are the Engines bolted to the Tank Top or to a Built Seat? TO BUILT SEAT

Are the Bolts tapped through the Tank Top and fitted with Nuts Inside? NO TANK.

If not, how are they fitted?

Connecting Rods, Forged by STEEL CO OF SCOTLAND

Piston " " " " " " H.T.S.

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

Connecting Rods, Finished by FERGUSON BROS

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

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

Date of Harbour Trial 12 - 4 - 28

" Trial Trip 18 - 4 - 28

Trials run at FIRTH OF CLYDE

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

If so, what was the L.H.P.? 370 Revols. per min. 158

Pressure in 1st I.P. Receiver, — lbs., 2nd I.P., — lbs., L.P., 19.5 lbs., Vacuum, 27 ins.

Speed on Trial 8.5 knots

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

date:—

Builders' estimated L.H.P. 360. TOTAL. Revols. per min. 160

Estimated Speed 8 knots



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SHAFTING.

Are the Crank Shafts Built or Solid? **BUILT**

No. of Lengths in each **ONE** Angle of Cranks **90°**

Diar. by Rule **4.55"** Actual **4.75"** In Way of Webs **4 7/8"**

" of Crank Pins **5"** Length between Webs **6"**

Greatest Width of Crank Webs **9 1/4"** Thickness **3 1/2"**

Least " " **9 1/4"** " **3 1/2"**

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

" Dowels in Crank Pins **3/4"** Length **2"** Screwed or Plain **SCREWED**

No. of Bolts each Coupling **4** Diar. at Mid Length **1 3/8"** Diar. of Pitch Circle **7 3/4"**

Greatest Distance from Edge of Main Bearing to Crank Web **1 1/4"**

Type of Thrust Blocks **MICHELL**

No. " Rings **ONE**

Diar. of Thrust Shafts at bottom of Collars **4 3/4"** No. of Collars **ONE**

" " Forward Coupling **4 3/4"** At Aft Coupling **4 3/4"**

Diar. of Intermediate Shafting by Rule **4.335"** Actual — No. of Lengths —

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

Diar. of Propeller Shafts by Rule **5.015"** Actual **5 1/8"** At Couplings **5**

Are Propeller Shafts fitted with Continuous Brass Liners? **NO.**

Diar. over Liners — Length of After Bearings **2'-6"**

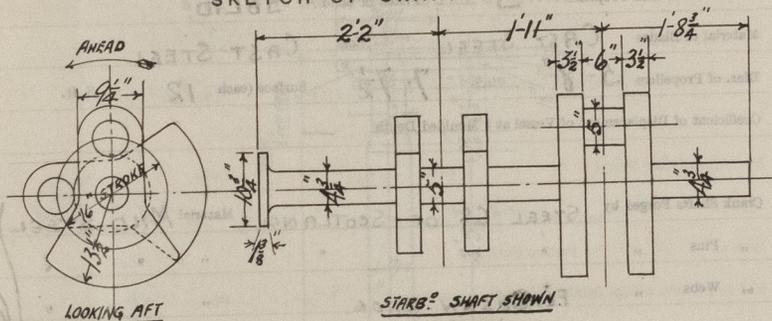
Of what Material are the After Bearings composed? **WHITE METAL**

Are Means provided for lubricating the After Bearings with Oil? **YES**

" " to prevent Sea Water entering the Stern Tubes? **YES**

If so, what Type is adopted? **CLYDE TRUST.**

SKETCH OF CRANK SHAFT.



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BOILERS.

Works No. 184

No. of Boilers ONE Type CYLINDRICAL MULTITUBULAR MARINE

Single or Double-ended SINGLE END FIRED.

No. of Furnaces in each 2

Type of Furnaces DEIGHTON.

Date when Plan approved

Approved Working Pressure 120 lbs DESIGNED FOR 130 lbs/ft²

Hydraulic Test Pressure 30.12.27.

Date of Hydraulic Test 230 lbs/ft² BC TEST.
No 5045
230 lbs
WP 120 lbs.
RLG.
30.12.27.

„ when Safety Valves set 12.4.28.

Pressure at which Valves were set 120 lbs.

Date of Accumulation Test 18.4.28.

Maximum Pressure under Accumulation Test 125 lbs/ft²

System of Draught NATURAL

Can Boilers be worked separately? —

Makers of Plates DAVID COLVILLE & SONS LTD. ✓

„ Stay Bars LANARK SHIRE STEEL CO LTD. ✓
KIRKSTALL FORGE CO. LEEDS. ✓

„ Rivets N. W. RIVET BOLT & NUT FACTORY. @

„ Furnaces MARSHALL & CO LTD.

Greatest Internal Diam. of Boilers 11'-0"

„ „ Length „ 10'-0"

Square Feet of Heating Surface each Boiler 1042

„ „ Grate „ 36.4

No. of Safety Valves each Boiler 2 Rule Diam. 1 7/8" Actual 2" H.L.

Are the Safety Valves fitted with Easing Gear? YES.

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

„ Test Cocks „ NONE „ Salinometer Cocks NONE

Are the Water Gauges fitted direct to the Boiler shells or mounted on Pipes? DIRECT

Are the Water Gauge Fittings fitted direct to the Boiler shells or connected by Pipes?

Are these Pipes connected to Boilers by Cocks or Valves?

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

No. of Stoppers of Shell Fittings in each Boiler ONE

Stoppers in each Boiler TWO

Thickness of Shell Plates Approved

in Boilers

Are the Rivets Iron or Steel? STEEL

Are the Longitudinal Seams Butt or Lap Joints? BUTT

Are the Butt Joints Single or Double? DOUBLE

Are the Double Butt Joints of equal width? YES

Thickness of outside Butt Joints

inside

Are Longitudinal Seams Hand or Machine Riveted? MACHINE

Are they Single, Double, or Triple Riveted? TRIPLE

No. of Rivets in a Pitch 4

Diam. of Rivet Holes 3/8" Pitch 1 1/2"

No. of Rows of Rivets in Centre Circumferential Seams —

Are these Seams Hand or Machine Riveted?

Diam. of Rivet Holes Pitch

No. of Rows of Rivets in Front and Circumferential Seams TWO

Are these Seams Hand or Machine Riveted? HAND MACHINE

Diam. of Rivet Holes Pitch

No. of Rows of Rivets in Back and Circumferential Seams TWO

Are these Seams Hand or Machine Riveted? MACHINE

Diam. of Rivet Holes Pitch



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Are the Water Gauges fitted direct to the Boiler Shells or mounted on Pillars? **DIRECT**

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

Are these Pipes connected to Boilers by Cocks or 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 **TWO.**

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

in Boilers **$\frac{1}{16}$ "**

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 **$\frac{1}{16}$ "**

inside **$\frac{1}{16}$ "**

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

Are they Single, Double, or Treble Riveted? **TREBLE.**

No. of Rivets in a Pitch **4**

Diar. of Rivet Holes **$\frac{13}{16}$ "** Pitch **$5\frac{3}{8}$ "**

No. of Rows of Rivets in Centre Circumferential Seams —

Are these Seams Hand or Machine Riveted? —

Diar. of Rivet Holes — Pitch —

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

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

Diar. of Rivet Holes **$\frac{15}{16}$ "** Pitch **3.1579"**

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

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

Diar. of Rivet Holes **$\frac{15}{16}$ "** Pitch **3.1579**

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

Dimensions of Compensating Rings **2'-6 $\frac{1}{2}$ " x 2'-2 $\frac{1}{2}$ " x 1 $\frac{3}{16}$ ". 36 RIVETS $\frac{3}{32}$ "**



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Thickness of End Plates in Steam Space Approved $\frac{7}{8}$ "
 " " " " " in Boilers "
 Pitch of Steam Space Stays $17\frac{3}{4}$ " x $14\frac{1}{2}$ "
 Diam. " " " " Approved $2\frac{1}{4}$ " Threads per Inch 6
 " " " " " in Boilers " "

Material of " " " STEEL.

How are Stays Secured? DOUBLE NUTS.

Diam. and Thickness of Loose Washers on End Plates —
 " " Riveted " " " —
 Width " " Doubling Strips " —

Thickness of Middle Back End Plates Approved $\frac{1}{16}$ "
 " " " " " in Boilers "

Thickness of Doublings in Wide Spaces between Fireboxes —

Pitch of Stays at " " " " 13 " x $8\frac{3}{4}$ "
 Diam. of Stays Approved $1\frac{1}{2}$ " Threads per Inch 9
 " " " " " in Boilers " "

Material " STEEL

Are Stays fitted with Nuts outside? YES

Thickness of Back End Plates at Bottom Approved $\frac{1}{16}$ "
 " " " " " in Boilers "

Pitch of Stays at Wide Spaces between Fireboxes —

Thickness of Doublings in " " —

Thickness of Front End Plates at Bottom Approved $\frac{13}{16}$ "
 " " " " " in Boilers "

No. of Longitudinal Stays in Spaces between Furnaces —



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Diar. of Screwed Stays Approved $1\frac{1}{2}$ " Threads per Inch 9

" " " in Boilers " "

Material " " STEEL.

Thickness of Combustion Chamber Sides Approved $\frac{19}{32}$ "

" " " " in Boilers " "

Pitch of Screwed Stays in C.O. Sides $9\frac{3}{4}$ " x $9\frac{1}{2}$ "

Diar. " " Approved $1\frac{1}{2}$ " Threads per Inch 9

" " " in Boilers " "

Material " " STEEL.

Thickness of Combustion Chamber Backs Approved $\frac{9}{16}$ "

" " " " in Boilers " "

Pitch of Screwed Stays in C.O. Backs $8\frac{7}{8}$ " x $8\frac{3}{4}$ "

Diar. " " Approved $1\frac{1}{2}$ " Threads per Inch 9

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

Material " " STEEL

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

Thickness of Combustion Chamber Bottoms $\frac{19}{32}$ "

No. of Girders over each Wing Chamber 4

" " " Centre " -

Depth and Thickness of Girders $2\frac{5}{8}$ " x $7\frac{1}{2}$ "

Material of Girders STEEL.

No. of Stays in each TWO.

No. of Tubes, each Boiler 132.

Size of Lower Manholes 16 " x 12 "

VERTICAL DONKEY BOILERS

No. of Boilers	Type	Height	Greatest Int. Diam.	Height of Boiler Crown above Fire Grate	Are Boiler Crowns Flat or Dished?	Internal Radius of Dished Bores	Description of Gears in Boiler Crowns	Diam. of River Bores	Pitch	Width of Gears	Height of Rivet Crowns above Fire Grate	Are Rivet Crowns Flat or Dished?	External Radius of Dished Crowns	No. of Crown Stays	Diam.	Material	Thickness of Plates	External Diam. of Rivets at Top	Bottom	Thickness of Plates	No. of Water Tubes	Int. Diam.	Material of Water Tubes	Diam. of Manhole in Shell	Dimensions of Combustion Space	Height between each boiler	Grate surface

SUPERHEATERS

Description of Superheaters	Which boiler are connected to?	Are superheaters to heat the steam for engine?	No. of Safety Valves on each superheater	Diam.	Test Pressure	Date of last test	Pressure on Valves



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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. —

Thickness —

How are Pipes secured? —

Date of Hydraulic Test —

Test Pressure —

No. of Pipes —

Material —

Internal Dia. —

Thickness —

How are Pipes secured? —

Date of Hydraulic Test —

Test Pressure —



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MAIN STEAM PIPES.

No. of Lengths	1		
Material	COPPER.		
Brazed, Welded or Seamless	SEAMLESS.		
Internal Diar.	4½"		
Thickness	9 L.W.G.		
How are Flanges secured?	BRAZED		
Date of Hydraulic Test			
Test Pressure	250 lbs.		
No. of Lengths	2		
Material	COPPER		
Brazed, Welded or Seamless	SEAMLESS		
Internal Diar.	3"		
Thickness	11 L.W.G.		
How are Flanges secured?	BRAZED.		
Date of Hydraulic Test			
Test Pressure	250 lbs.		
No. of Lengths			
Material			
Brazed, Welded or Seamless			
Internal Diar.			
Thickness			
How are Flanges secured?			
Date of Hydraulic Test			
Test Pressure			

EVAPORATORS

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			
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.	Type	Tons per Day
Makers	NONE.	
Working Pressure	Test Pressure	Date of Test
Date of Test of Safety Valves under Steam		

FEED WATER HEATERS.

No. 1.	Type WEIR	MULTIFLOW SURFACE FEED WATER HEATER	No 86446.
Makers	G. & J. WEIR LTD. CATHCART		
Working Pressure	120/lbs	Test Pressure	SHELL 50 0" TUBES 288 0
		Date of Test	1/2/28 J.H.W.

FEED WATER FILTERS.

No. 1.	Type	PRESSURE FILTER	No 3320.	Size	2"
Makers	RAILTON CAMPBELL & CRAWFORD LTD.				
Working Pressure	120/lbs.	Test Pressure	300/lbs.	Date of Test	3-2-28 S.L.B.

LIST OF DONKEY PUMPS.

AIR & CIR. PUMPS COMBINED	G. & J. WEIR LTD	AIR 1 1/2" CIR 1 1/2" CYL. 10" STROKE 9"
GEN. SER. PUMP.	G. & J. WEIR LTD	No 36765 4" x 3 1/2" x 9"
SUCTIONS	SEA, FW TANKS, BILGE DIRECT, BILGES.	
DISCHARGES	DECK, SANITARY, OVERBOARD, CONDENSER.	
INDEP. FEED PUMPS (2)	G. & J. WEIR	CYL. 6" PUMP 4" STROKE 7"
SUCTIONS	SEA, FRESH WATER BOILER FLOAT TANK.	
DISCHARGE	BOILER DIRECT OR THRO' FILTER.	
REVERSING ENGINE	MCTAGGART SCOTT & CO	
STEERING ENGINE	MCGREGOR LTD.	



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REFRIGERATORS.

No. of Machines

Capacity of each

Makers

Description

NONE.

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.
Navigation	36.0	37.3	30/0	6.5
Deck	35.0	37.1	20/0	7.5
Forward	34.0	37.4	20/0	8.5
Engine Room	40.0	41.4	15/0	7.5

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



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Installation Fitted by **J. CHARTERS**

No. and Description of Dynamos **ONE** No. **143806**

Makers of Dynamos **COMPTON** ENGINE **BELLISS & MORCOM** No. **7596**

Capacity **364** Amperes, at **110** Volts. **500** Revols. per Min.

Current Alternating or Continuous **CONTINUOUS CURRENT.**

Single or Double Wire System **DOUBLE WIRE.**

Position of Dynamos **ENGINE ROOM PORT SIDE**

Main Switch Board " " "

No. of Circuits to which Switches are provided on Main Switch Board **4**

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.
1 NAVIGATION	3	20 W.	4.37	3/18	820/□	6.5	3100 Ω
	7	60 W.	9.1				
2 DECK	2	500 W.		7/18	730/□	7.5	2600.
3 FORWARD.	12.	40 "	4.37	3/18	820/□	4.5	3100.
4 ENGINE & BOILER.	34.	40 "	12.4.	7/18.	992/□	7.5.	2600.

Total No. of Lights **19** No. of Motors driving Fans, &c. **1** No. of Heaters **1**

Current required for Motors and Heaters **1**



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

Bridge with 6 switches. Back Lantern DB in ER.

with 3 switches (1 spare).

Forward DB. in crew space with 5 switches.

ER & BR. DB. in engine Room with 8 switches.

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. *Numbered* S.W.G., Largest, No. *Numbered* S.W.G.

How are Conductors in Engine and Boiler Spaces protected? *Armoured Cable insulated*

" Saloons, State Rooms, &c., " *Cable covered in galv. conduit.*

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp *L.C. in tubes.*

(2) " " passing through Bunkers or Cargo Spaces

(3) " " Deck Beams or Bulkheads *Lead lined & WT. of lead*

Are all Joints in Cables properly soldered and thoroughly insulated so that the efficiency of the Cables is not impaired? *Yes*

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? **YES**

Has the Insulation Resistance over the whole system been tested? **Yes**

What does the Resistance amount to? **80000** Ohms.

Is the Installation supplied with a Voltmeter? **Yes**

" " " an Ampere Meter? **Yes**

Date of Trial of complete Installation **18-4-28** Duration of Trial **6 hours**

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

Robert H. Meigs



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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.

YES

YES

YES

YES

YES

YES

YES

Are the Materials used in the Construction of Engines and Boilers, so far as could be seen, sound and trustworthy? **YES.**

Is the Workmanship throughout thoroughly satisfactory? **YES.**

The above correctly describes the Machinery of the S.S. "SIR WILLIAM H. RAEBURN" as ascertained by ^{us}me from personal examination

Robert L. Craig
 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. I. Adam
 Chief Surveyor.
 Assistant Chief Surveyor

Approved by the Committee for the Class of M.B.S.* on the 16TH MAY, 1928

Fees advised

Fees paid



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 Secretary.

GENERAL INFORMATION

Form

MAIN DONOR: ...

U.S. ...

U.S. ...

DOLENT DONOR

H.S. ...

H.S. ...

H.S. ...

EXPENSE

L.P.D. ...

L.P.D. ...

Travel ...

Travel ...

Expenses ...

Total ...

It is submitted that this Report be approved.

J. L. Adams

Approved by the Committee for the Office of M.B.S. ...

Approved by the Committee for the Office of M.B.S. ...

Approved by the Committee for the Office of M.B.S. ...

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