No. 1853

THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING.

Report No. 1689 No. in Register Book 2966

S.S. "Svend Tii" Svano

Makers of Engines A/S Triehs, Carlus

Works No. 565

Makers of Main Boilers A/S Aalborg Skibsvaerft

Works No. 19-20

Makers of Donkey Boiler

Works No.

MACHINERY.

No. 1853

THE BRITISH CORPORATION FOR THE SURVEY

AND

REGISTRY OF SHIPPING.

Report No. 1689 No. in Register Book 2966.

S.S. "Svend Sii"

Makers of Engines A/S Triehs Aarhus

Works No. 565

Makers of Main Boilers A/S Aalborg Skibsverft

Works No. 19-20

Makers of Donkey Boiler

Works No.

MACHINERY.

No.

THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING.

Report No. ..... No. in Register Book .....

Received at Head Office 17th November 1923

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

"Svend Pii"

Official No. Port of Registry Copenhagen

Registered Owners Dampskibsselskabet "Vendila"

Engines Built by A/S Triehs

at Aarhus – Danmark

Main Boilers Built by A/S Aalborg Skibsverft

at Aalborg Denmark

Donkey " " none

at

Date of Completion 8/9. 1923

First Visit 30/12. 22 Last Visit 8/9. 1923 Total Visits

RECIPROCATING ENGINES.

Works No. 565 No. of Sets 1 Description Triple-Expansion

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

Diars. of Cylinders 20" x 31½" x 53 Stroke 36"

Cubic feet in each L.P. Cylinder 45.5

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

" " " each Receiver? "

Type of H.P. Valves, Piston-Valve

" 1st I.P. " do.

" ~~2nd I.P.~~ "

" L.P. " Flat double-ported Valve

" Valve Gear Scheffensen

" Condenser Surface Condenser Cooling Surface 1250 sq. ft.

Diameter of Piston Rods (plain part) 130 = 5⅛" Screwed part (bottom of thread) 3 5/16"

Material " Mild Steel

Diar. of Connecting Rods (smallest part) 130 = 5⅛" Material Mild Steel

" Crosshead Gudgeons 5 5/16" Length of Bearing 5¾ Material Mild Steel

No. of Crosshead Bolts (each) 4 Diar. over Thrd. 2" Thrds. per inch 4½ Material Mild Steel

" Crank Pin " " 2 " 2¾" " 3½ "

" Main Bearings 6 Lengths 284 = 11¼"

" Bolts in each 2 Diar. over Thread 2¼ Threads per inch 4 Material Mild Steel

" Holding Down Bolts, each Engine 80 Diar. 1¼" No. of Metal Chocks

Are the Engines bolted to the Tank Top or to a Built Seat? to a built seat

Are the Bolts tapped through the Tank Top and fitted with Nuts Inside? —

If not, how are they fitted? —

Connecting Rods, Forged by Beardmore, Glasgow

Piston " " A/B Linaholmen-Motala

Crossheads, " Beardmore, Glasgow

Connecting Rods, Finished by A/S. Diichs, Aalborg

Piston " " " "

Crossheads, " " "

Date of Harbour Trial 4/9.23

" Trial Trip 8/9.23

Trials run at the Limfjord-Kattegat

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

If so, what was the I.H.P.? 9326 Revols. per min. 82.2

Pressure in 1st ~~I.P.~~ Receiver, 11.2 lbs., 2nd I.P., 3.8 lbs., L.P., 0.3 lbs., Vacuum, 70 ~~ins.~~ cm.

Speed on Trial 10 Knot

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

Builders' estimated I.H.P. 1050 Revols. per min. 80

Estimated Speed 10 Knot loaded

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?

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

Revols. per min. of H.P. Turbines at Full Power S.H.P.

" " 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 Knots. Propeller Revols. 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.

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

Revols. 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 Revols. 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.

SHAFTING.

Are the Crank Shafts Built or Solid? Built

No. of Lengths in each 3 — Angle of Cranks 120°

Diar. by Rule 10.05" — Actual 10½" — In Way of Webs 10¾"

" of Crank Pins 10½" — Length between Webs 11"

Greatest Width of Crank Webs 19¾" — Thickness 7⅜"

Least " " ~ — " ~

Diar. of Keys in Crank Webs ~ — Length ~

" Dowels in Crank Pins 1½" — Length 3½" — Screwed or Plain ~

No. of Bolts each Coupling 6 — Diar. at Mid Length 2⅝" — Diar. of Pitch Circle 16½

Greatest Distance from Edge of Main Bearing to Crank Web 25¾"

Type of Thrust Blocks Maudslay

No. " Rings 5.

Diar. of Thrust Shafts at bottom of Collars 10½" — No. of Collars 5

" " Forward Coupling 10½" — At Aft Coupling ~

Diar. of Intermediate Shafting by Rule 9 13/16" — Actual 10" — No. of Lengths 5

No. of Bolts, each Coupling 6 — Diar. at Mid Length 2 19/32 — Diar. of Pitch Circle 15 3/8"

Diar. of Propeller Shafts by Rule 11 5/16 — Actual 11 5/8" — At Couplings 10"

Are Propeller Shafts fitted with Continuous Brass Liners? No.

Diar. over Liners — Length of After Bearings 3'- 10 5/8"

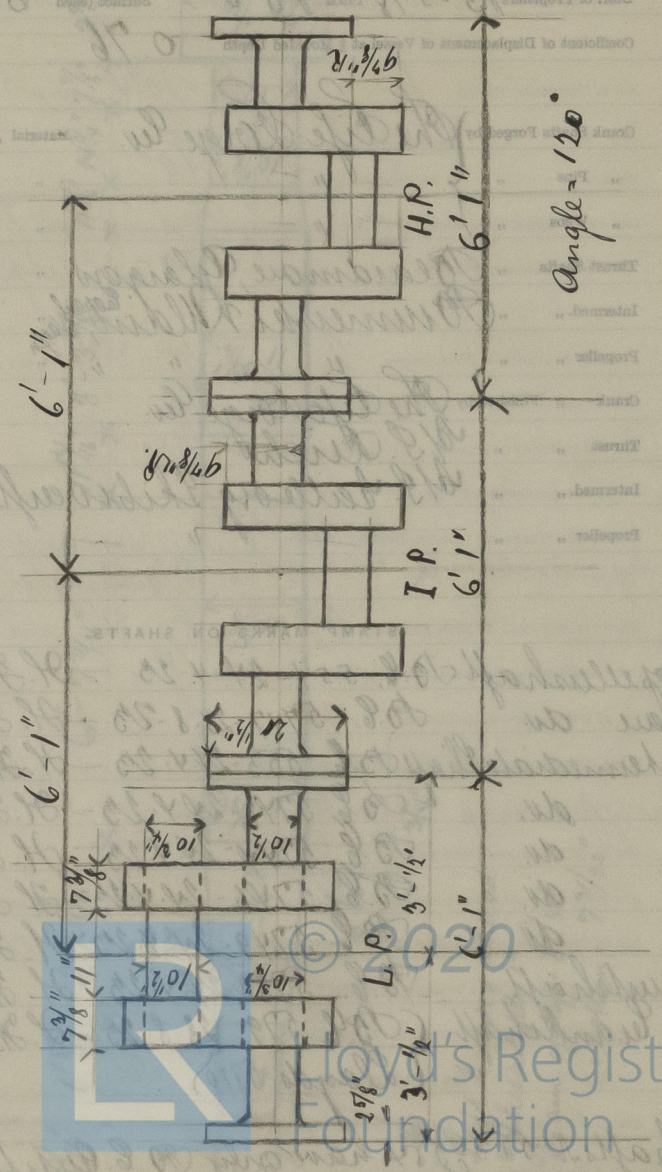
Of what Material are the After Bearings composed? White Metal

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? Cedarwall

SKETCH OF CRANK SHAFT.



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

Material of Blades Bronze Boss Bronze

Diar. of Propellers 13'-5 3/8 Pitch 13'-0" Surface (each 65 S. ft.

Coefficient of Displacement of Vessel at ⅔ Moulded Depth 0.76

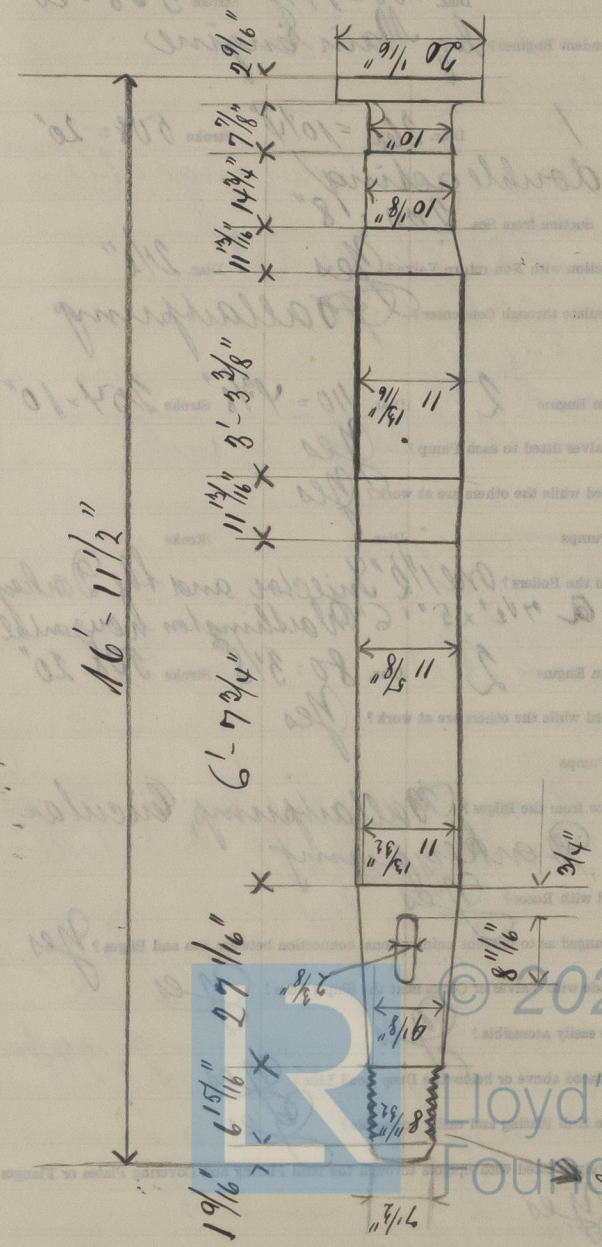
Crank Shafts Forged by } The Ely Forge Co. Material Mild Steel
" Pins " } — " — " "
" Webs " } — " — " "
Thrust Shafts " Beardmore Glasgow " "
Intermed. " " Burmeister & Wain, Copenhagen " "
Propeller " " " " " " "
Crank " Finished by The Ely Forge Co.
Thrust " " A/S Triebe
Intermed. " " A/S Helberg Skibsverft
Propeller " " — " —

STAMP MARKS ON SHAFTS.

Propellershaft B.C.-554-24.4.23 — H.H.
Spare do B.C. 5747-28.8.23 — H.H.
Intermediate Shaft B.C. 553-24.4.23 — H.H.
do. B.C. 5743-24.4.23 — H.H.
do. B.C. 5744-24.4.23 — H.H.
do. B.C. 5746-24.4.23 — H.H.
do. B.C. 5749-24.4.23 — H.H.
Thrustshaft B.C. 578-24.4.23 — H.H.
A3 Crankshaft { B.C. 579 } 28-8-23 — H.H.
{ Lloyds 5710 }

Shafts No. 553-554 have only B.C. Certificate
remainder Shafts all Lloyds.

SKETCH OF PROPELLER SHAFT.



PUMPS, ETC.

No. of Air Pumps 1. Diar. 450 = 17 3/4" Stroke 508 = 20"

Worked by Main or Independent Engines? by Main Engine

No. of Circulating Pumps 1 Diar. 260 = 10 1/4" Stroke 508 = 20"

Type of " double acting

Diar. of " Suction from Sea 200 = 8"

Has each Pump a Bilge Suction with Non-return Valve? Yes Diar. 2 1/2"

What other Pumps can circulate through Condenser? Ballastpump

No. of Feed Pumps on Main Engine 2 Diar. 110 = 4 3/8" Stroke 254 = 10"

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? One 1 1/2" Injector and the Donkey pump which is a 7 1/2" x 5" x 6" Worthington horizontal

No. of Bilge Pumps on Main Engine 2 Diar. 80 = 3 1/8" Stroke 508 = 20"

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

No. of Independent Bilge Pumps

What other Pumps can draw from the Bilges? Ballastpump, Circulating pump, Donkeypump

Are all Bilge Suctions fitted with Roses? Yes

Are the Valves, etc., so arranged as to prevent unintentional connection between Sea and Bilges? Yes

Are all Sea Connections made with Valves or Cocks next the Ship's sides? Yes

Are they placed so as to be easily accessible? Yes

Are the Discharge Chests placed above or below the Deep Load Line? Yes

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

BOILERS.

Works No. 19-20

No. of Boilers 2 Type Multitubular

Single or Double-ended Single

No. of Furnaces in each 3

Type of Furnaces Morrisons interchangeable

Date when Plan approved 2/12-22

Approved Working Pressure 185 lbs. pr. sq.

Hydraulic Test Pressure 327.5 " " "

Date of Hydraulic Test 23/6-23

" when Safety Valves set 8/9-23

Pressure at which Valves were set 185 lbs. pr sq. inch

Date of Accumulation Test

Maximum Pressure under Accumulation Test

System of Draught Natural

Can Boilers be worked separately? Yes

Makers of Plates David Colville & Sons Ltd.

" Stay Bars 1" — " — "

" Rivets The Rivet Bolt & Nut Coy Ltd. Glasgow

" Furnaces John Marshall & Co. Motherwell

Greatest Internal Diar. of Boilers 13'-0 3/8"

" " Length " 10'-7 3/4

Square Feet of Heating Surface each Boiler 1638 105.5 sqft

" " Grate " " 133.75

No. of Safety Valves each Boiler 1 double Bale Diar. 2 x 1 25/32 Actual 2 x 2 3/4

Are the Safety Valves fitted with Easing Gear? Yes

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

" Test Cocks " 2 " Salinometer Cocks 1

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

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

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

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

No. of Strakes of Shell Plating in each Boiler 1

" Plates in each Strake 2

Thickness of Shell Plates Approved 1 1/8"

" " in Boilers 1 1/8"

Are the Rivets Iron or Steel? mild steel

Are the Longitudinal Seams Butt or Lap Joints? Butt

Are the Butt Straps Single or Double? Double

Are the Double Butt Straps of equal width? Yes

Thickness of outside Butt Straps 1 1/8"

" inside " 1 1/8"

Are Longitudinal Seams Hand or Machine Riveted? Machine

Are they Single, Double, or Treble Riveted? Treble

No. of Rivets in a Pitch 5

Diar. of Rivet Holes 1 1/8" Pitch 7 5/16" in outer rows, 3 21/32" in inner rows

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 2

Are these Seams Hand or Machine riveted? Machine

Diar. of Rivet Holes 1 1/8" Pitch 3 21/32"

No. of Rows of Rivets in Back End Circumferential Seams 2

Are these Seams Hand or Machine Riveted? Machine

Diar. of Rivet Holes 1 1/8" Pitch 3 21/32"

Size of Manholes in Shell 11 13/16" x 15 3/4"

Dimensions of Compensating Rings 28 3/4" x 32 11/16" x 1 1/8"

Thickness of End Plates in Steam Space Approved 1 1/8"

" " " " " in Boilers 1 1/8"

Pitch of Steam Space Stays 19 11/16" x 19 9/16"

Diar. " " " " Approved 3" Threads per Inch 11

" " " " " in Boilers 3" " 11

Material of " " " Steel

How are Stays Secured? screwed into both Plates, nuts inside & outside

Diar. and Thickness of Loose Washers on End Plates

" " Riveted " " " 11 13/16" x 1 1/8"

Width " " Doubling Strips "

Thickness of Middle Back End Plates Approved —

" " " " " in Boilers —

Thickness of Doublings in Wide Spaces between Fireboxes —

Pitch of Stays at " " " " 14 1/2" x 7 7/8"

Diar. of Stays Approved 1 9/16" Threads per Inch 11

" " in Boilers 1 9/16" " 11

Material " Steel

Are Stays fitted with Nuts outside? Yes in the outer rows

Thickness of Back End Plates at Bottom Approved 15/16"

" " " " " in Boilers 15/16"

Pitch of Stays at Wide Spaces between Fireboxes 14 1/2" x 7 7/8"

Thickness of Doublings in " " —

Thickness of Front End Plates at Bottom Approved 15/16"

" " " " " in Boilers 15/16"

No. of Longitudinal Stays in Spaces between Furnaces 6

Diar. of Stays Approved 2 1/2" Threads per Inch 11

" " in Boilers 2 1/2"

Material " Steel

Thickness of Front Tube Plates Approved 15/16"

" " " " in Boilers 15/16"

Pitch of Stay Tubes at Spaces between Stacks of Tubes 14 1/2"

Thickness of Doublings in " " " 5/8"

" Stay Tubes at " " " 5/16"

Are Stay Tubes fitted with Nuts at Front End? No.

Thickness of Back Tube Plates Approved 15/16"

" " " in Boilers 15/16"

Pitch of Stay Tubes in Back Tube Plates 9 1/4"

" Plain " 4 5/8"

Thickness of Stay Tubes 5/16"

" Plain " 5/32"

External Diar. of Tubes 3 1/2"

Material " Iron

Thickness of Furnace Plates Approved 5/8"

" " " in Boilers 5/8"

Smallest outside Diar. of Furnaces 36 11/16"

Length between Tube Plates 7'-3 13/16"

Width of Combustion Chambers (Front to Back) 2'-1 9/16"

Thickness of " " Tops Approved 5/8"

" " " in Boilers 5/8"

Pitch of Screwed Stays in C.C. Tops 8 1/4"

Diar. of Screwed Stays Approved 1 3/4" Threads per Inch 11

" " " in Boilers 1 3/4"

Material " " Steel

Thickness of Combustion Chamber Sides Approved 5/8"

" " " " in Boilers 5/8"

Pitch of Screwed Stays in C.C. Sides 7 7/8" x 8 1/4"

Diar. " " Approved 1 5/8" Threads per Inch 4

" " " in Boilers 1 5/8

Material " " Steel

Thickness of Combustion Chamber Backs Approved 5/8"

" " " " in Boilers 5/8"

Pitch of Screwed Stays in C.C. Backs 7 7/8" x 7 7/8"

Diar. " " Approved 1 3/4 x 1 5/8" Threads per Inch 11

" " " in Boilers 1 3/4" in outer rows 1 5/8" in inner.

Material " " Steel

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

Thickness of Combustion Chamber Bottoms 5/8"

No. of Girders over each Wing Chamber 4

" " " Centre " 4

Depth and Thickness of Girders 8 7/8" x 11/16"

Material of Girders Steel

No. of Stays in each 2

No. of Tubes, each Boiler 194

Size of Lower Manholes 11 3/16" x 15 3/4"

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 Wills Schmidts Patent

Where situated ? in uptake and Tubes

Which Boilers are connected to Superheaters? Both

Can Superheaters be shut off while Boilers are working ? Yes

No. of Safety Valves on each Superheater 1 Diar. 1 9/16"

Are " " fitted with Easing Gear ? Yes

Date of Hydraulic Test 22/8.23 Test Pressure 370 lbs per sq^re

Date when Safety Valves set 8/9.23 Pressure on Valves 185 lbs "

MAIN STEAM PIPES.

No. of Lengths	2		
Material	Steel		
Brazed, Welded or Seamless	Seamless		
Internal Diar.	5 7/8"		
Thickness	9/32"		
How are Flanges secured?	Rolled		
Date of Hydraulic Test	22/8.23		
Test Pressure	535 lbs p. sq. in.		
No. of Lengths	6		
Material	Steel		
Brazed, Welded or Seamless	Seamless		
Internal Diar.	4 5/16"		
Thickness	3/16"		
How are Flanges secured?	Rolled		
Date of Hydraulic Test	22/8.23		
Test Pressure	535 lbs p. sq. in.		
No. of Lengths	4		
Material	Steel		
Brazed, Welded or Seamless	Seamless		
Internal Diar.	2 15/16"		
Thickness	5/32"		
How are Flanges secured?	Rolled		
Date of Hydraulic Test	22/8.23		
Test Pressure	535 lbs p. sq. in.		

EVAPORATORS.

No. 1 Type

Tons per Day 15

Makers A/S Aalberg Skibsverft

Working Pressure Test Pressure Date of Test

Date of Test of Safety Valves under Steam

FEED WATER HEATERS.

No. 1 Type steam heater

Makers A/S Aalberg Skibsverft

Working Pressure 185 lbs. Test Pressure 400 lbs p. sq. in. Date of Test

FEED WATER FILTERS.

No. 1 Type Cokes in Slottwell Size

Makers A/S Aalborg Skibsverft

Working Pressure Test Pressure Date of Test

LIST OF DONKEY PUMPS.

1. 7½" x 5" x 6" Worthington horizontal

SPARE GEAR.

No. of Top End Bolts.	6	No. of Bot. End Bolts.	2	No. of Cylinder Cover Studs	—
" Coupling Bolts	6	" Main Bearing Bolts	2	" Valve Chest "	—
" Junk Ring Bolts	3	" Feed Pump Valves	2	" Bilge Pump Valves	2
" H.P. Piston Rings	3	" I.P. Piston Rings	2	" L.P. Piston Rings	2
" " Springs	—	" " Springs	—	" " Springs	—
" Safety Valve "	3	" Fire Bars	1 Set	" Feed Check Valves	—
" Piston Rods	1	" Connecting Rods	—	" Valve Spindles	—
" Air Pump Rods	1	" Air Pump Buckets	—	" Air Pump Valves	6
" Cir. "	1	" Cir. "	—	" Cir. "	16
" Crank Shafts	1	" Crank Pin Bushes	1	" Crosshead Bushes	2
" Propeller Shafts	1	" Propellers	1	" Propeller Blades	2
" Boiler Tubes	15	" Condenser Tubes	22	" Condenser Ferrules	44

OTHER ARTICLES OF SPARE GEAR:—

REFRIGERATORS.

No. of Machines Capacity of each

Makers

Description

No. of Steam Cylinders, each Machine No. of Compressors No. of Cranks

Particulars of Pumps in connection with Refrigerating Plant and whether worked by Refrigerating Machines or Independently

System of Refrigeration

„ Insulation

Are Brine and other Regulating Valves placed so as to be accessible without entering the Insulated Spaces ?

Are all Pipes, Air Trunks, &c., well secured and protected from risk of damage ?

Are all Bilge, Sounding, and Air Pipes in Insulated Spaces properly insulated ?

Are Thermometer Tubes so arranged that Water cannot enter and freeze in them ?

Date of Test under Working Conditions

RESULTS OF TRIALS.

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

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

ELECTRIC LIGHTING.

Installation Fitted by A/S Ingr. Ruhr Aalberg

No. and Description of Dynamos 1 Compound

Makers of Dynamos Ths. Thrige, Odense, Denmark

Capacity " 7.5 K.W. Amperes, at 110 Volts, 500 Revols. per Min.

Current Alternating or Continuous Continuous

Single or Double Wire System double

Position of Dynamos engine room

" Main Switch Board "

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

Particulars of these Circuits:—

Circuit.	Number of Lights.	Candle Power.	Current Required. Amps.	Size of Conductor.	Current Density.	Conductivity of Conductor.	Insulation Resistance per Mile.
I aft	14	50	6.30	0020	3150	0.0175	1.250
II steering	20	50	9.00	0020	4500	— " —	1.250
III engine & boiler	29	50	13.05	0020	6525	— " —	1.250
IV winders			42.00	0225	1867	— " —	900
V amidship	37	50	16.65	0145	1148	— " —	900
VI fore	23	50	10.35	0020	5175	— " —	1.250

Total No. of Lights 123 No. of Motors driving Fans, &c. None No. of Heaters None

Current required for Motors and Heaters None

Positions of Auxiliary Switch Boards, with No. of Switches on each None

Are Cut-outs fitted as follows?—

On Main Switch Board, to Cables of Main Circuits Yes

On Aux. ,, ,, each Auxiliary Circuit None

Wherever a Cable is reduced in size No Cable reduced

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. — S.W.G., Largest No. — S.W.G.

How are Conductors in Engine and Boiler Spaces protected? Lead covered with iron arm

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

What special protection is provided in the following cases?

(1) Conductors exposed to Heat or Damp None

(2) ,, passing through Bunkers or Cargo Spaces Lead covered with iron arm in iron tubes

(3) ,, ,, Deck Beams or Bulkheads Same

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? Yes

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

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

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? 1000.000 Ohms.

Is the Installation supplied with a Voltmeter? Yes.

,, ,, ,, an Ampere Meter? Yes.

Date of Trial of complete Installation 7/9 23 Duration of Trial 8 hours

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

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. "Svend Pii"

as ascertained by us/me from personal examination

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

Fees—

			£	s.	d.
MAIN BOILERS.					
H.S.	3276	Sq. ft.	19	11	0
G.S.		,,			
DONKEY BOILERS.					
H.S.		Sq. ft.			
G.S.		,,			
		£			
ENGINES.					
L.P.C.	45.5	Cub. ft.	33	0	0
		£			
Testing, &c.					
		£			
Expenses			16	6	0
Total ...		£	68	17	0

It is submitted that this Report be approved.

Chief Surveyor.

Approved by the Committee for the Class of **M.B.S.*** on the 21st November 1923.

Fees advised 25-9-23.

Fees paid 3-10-23.

Secretary.