

No. 2421

THE BRITISH CORPORATION REGISTER  
OF SHIPPING AND AIRCRAFT.

Report No. 2445 No. in Register Book 3899

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" <sup>EX</sup>CIBOU "

S.S. DOMBY

Makers of Engines Central Marine Engine Works

Works No. 1050

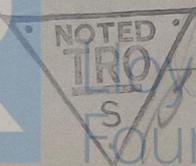
Makers of Main Boilers Central Marine Engine Works

Works No. 1050

Makers of Donkey Boiler

Works No.

MACHINERY.



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No.

THE BRITISH CORPORATION REGISTER  
OF SHIPPING AND AIRCRAFT.

Report No. 2445 No. in Register Book 3899.

Received at Head Office 27<sup>th</sup> April 1932

Surveyor's Report on the Peto Engines, Boilers, and Auxiliary  
Machinery of the Single ~~Capt~~ Screw Steamer  
"Donkey"

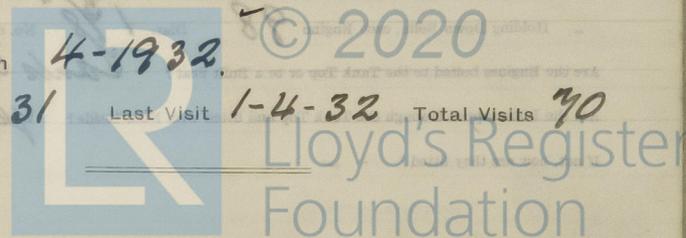
Official No. 160771 Port of Registry West Hartlepool  
Registered Owners Li. R. Palmer & Co. Ltd.

Engines Built by Central Marine Engine Works  
at West Hartlepool

Main Boilers Built by Central Marine Engine Works  
at West Hartlepool

Donkey " "   
at   
Date of Completion 4-1932

First Visit 1-7-31 Last Visit 1-4-32 Total Visits 70



## RECIPROCATING ENGINES

Works No. 1050 No. of Sets 1 Description Triple expansion  
S.C. Berke.

No. of Cylinders each Engine 3 No. of Cranks 3  
Diars. of Cylinders 26" - 43 1/2" - 73" Stroke 48"  
Cubic feet in each L.P. Cylinder 116.2.  
Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cylr? *yes.*  
" " each Receiver? *yes.*  
Type of H.P. Valves, Slide (Cameron's)  
1st I.P., "  
2nd I.P., "  
L.P., "  
" Valve Gear Link motion.  
" Condenser Surface Cooling Surface 3046 sq. ft.  
Diameter of Piston Rods (plain part) 7/16" Screwed part (bottom of thread) 5.287"  
Material "  
Diar. of Connecting Rods (smallest part) 7/16" Material Iron  
" Crosshead Gudgeons 1/2" Length of Bearing 14 1/4" Material steel.  
No. of Crosshead Bolts (each) 4 Diar. over Thrd. 3" Thrds. per inch 6 Material steel.  
" Crank Pin " " 2 " " 4 " " 6 " "  
" Main Bearings 6 Lengths *two 15 1/4", one 14 1/4"*  
" Bolts in each 2 Diar. over Thread 3 1/2" Threads per inch 6 Material steel.  
" Holding Down Bolts, each Engine 98 Diar. 1 3/8" No. of Metal Checks 98  
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

Piston " "

Crossheads, "

Connecting Rods, Finished by

Piston " "

Crossheads, "

Date of Harbour Trial

" Trial Trip

Trials run at

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

If so, what was the I.H.P.?

Pressure in 1st I.P. Receiver, 60 lbs., 2nd I.P.,

Speed on Trial

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

data:—

Builders' estimated I.H.P.

Estimated Speed

*Clulew.*  
*H. Calville Sons.* } @  
*Clulew.*

15-3-32

4-4-32

*Off Wattlehoob.*

Revs. per min. 74.

lbs., L.P., 10 lbs., Vacuum, 27 ins.

2750  
12.5 knots.

Revs. per min.



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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

## TURBO-ELECTRIC MACHINERY DESCRIPTION OF INSTALLATION

No. of Turbo-Generating Sets Capacity of each

Type of Turbine employed

Description of installation

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 Pinion

Diar. of 1st Reduction Pinion

" 1st " Wheel

Estimated Pressure per lineal inch

Diar. of 2nd Reduction Pinion

" 2nd " Wheel

Estimated Pressure per lineal inch

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

" " 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



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## TURBO-ELECTRIC PROPELLING MACHINERY.

No. of Turbo-Generating Sets Capacity of each

Type of Turbines employed

Description of Generators

No. of Motors driving Propeller Shafting

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

Is Single or Double Reduction Gear employed?

Description of Motors

Diar. of 1st Reduction Pinion

} 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 Generators at Full Power

" " Motors "

" " 1st Reduction Shaft

" " 2nd "

" " Propellers at Full Power

Total Shaft Horse Power

Date of Harbour Trial

" Trial Trip

Trials run at

Speed on Trial Knots. Propeller Revs. per min.

S.H.P.

Makers of Turbines

" Generators

" Motors

" Reduction Gear

Turbine Spindles forged by

" Wheels forged or cast by

Reduction Gear Shafts forged by

" Wheels forged or cast by

## DESCRIPTION OF INSTALLATION.



## SHAFTING.

Are the Crank Shafts Built or Solid?

*built.*

No. of Lengths in each

*3*

Angle of Cranks

*120°*

Diar. by Rule

*14.07"*

Actual

*14 1/2"*

In Way of Webs

*14 1/2"*

" of Crank Pins

*14 1/2"*

Length between Webs

*15 1/8"*

Greatest Width of Crank Webs

*2'-3 3/16"*

Thickness

*8 3/4"*

Least

*1'-9 5/8"*

" "

*8"*

Diar. of Keys in Crank Webs

*2 3/4"*

Length

*8"*

" Dowels in Crank Pins

*✓*

Length

Screwed or Plain

No. of Bolts each Coupling

*6*

Diar. at Mid Length

*3 3/8"*

Diar. of Pitch Circle

*20 1/2"*

Greatest Distance from Edge of Main Bearing to Crank Web

*1/8"*

Type of Thrust Blocks

*Michel.*

No. " Rings

*1*

Diar. of Thrust Shafts at bottom of Collars

*15"*

No. of Collars

*2*

" " Forward Coupling

*15"*

At Aft Coupling

*15"*

Diar. of Intermediate Shafting by Rule

*13.40*

Actual

*13 3/4"*

No. of Lengths

*8*

No. of Bolts, each Coupling

*6*

Diar. at Mid Length

*3 3/8"*

Diar. of Pitch Circle

*20 1/2"*

Diar. of Propeller Shafts by Rule

*14.90*

Actual

*16"*

At Coupling

*15"*

Are Propeller Shafts fitted with Continuous Brass Liners?

*yes.*

Diar. over Liners

*17 1/32 + 14 7/8"*

Length of After Bearings

*5'-10"*

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?

*open to sea.*

## SKETCH OF CRANK SHAFT.

*See "Deerpool"*

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No. of Blades each Propeller <sup>4</sup> Fitted or Solid? <sup>sold.</sup>  
 Material of Blades <sup>bronz.</sup> Boss <sup>bronz.</sup>  
 Diam. of Propellers <sup>18'-0"</sup> Pitch <sup>18'-9"</sup> Surface (each <sup>103</sup> S. ft.)  
 Coefficient of Displacement of Vessel at  $\frac{1}{2}$  Moulded Depth

Crank Shafts Forged by <sup>English Steel Corporation</sup> Material <sup>J.S.</sup>  
 " Pins " " " "  
 " Webs " <sup>DeLoyde Lous</sup> " "  
 Thrust Shafts " <sup>English Steel Corporation</sup> " "  
 Intermed. " " " "  
 Propeller " " <sup>Central Marine Eng. Wks</sup> J.  
 Crank " Finished by " "  
 Thrust " " " "  
 Intermed. " " " "  
 Propeller " " " "

## STAMP MARKS ON SHAFTS

Crank Shaft: -	B.C. No 1420 13-11-31 J.D.S.
Thrust Shaft: -	B.C. No 1421 13-11-31 J.D.S.
8 Intermediate Shafts: -	B.C. No 1428 4-1-32 J.D.S.
Tail Shaft (working): -	B.C. No 1429 4-1-32 J.D.S.
Tail Shaft (Chase): -	B.C. No 1430 4-1-32 J.D.S.

## SKETCH OF PROPELLER SHAFT.

*[Faint, mostly illegible handwritten notes and sketches of a propeller shaft assembly, including labels like 'No. of Blades', 'Diam. of Propellers', and 'Pitch'. A prominent note reads 'See Deep pool' in the lower right quadrant.]*



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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? *direct.*

Are these Pipes connected to Boilers by Cocks or Valves? *valves.*

Are Blow-off Cocks or Valves fitted on Boiler Shells? *valves.*

No. of Strakes of Shell Plating in each Boiler

" Plates in each Strake

Thickness of Shell Plates Approved

" " in Boilers

Are the Rivets Iron or Steel?

Are the Longitudinal Seams Butt or Lap Joints?

Are the Butt Straps Single or Double?

Are the Double Butt Straps of equal width?

Thickness of outside Butt Straps

" inside "

Are Longitudinal Seams Hand or Machine Riveted?

Are they Single, Double, or Treble Riveted?

No. of Rivets in a Pitch

Diam. of Rivet Holes  $1\frac{7}{16}$ " Pitch  $9\frac{7}{8}$ "

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 End Circumferential Seams

Are these Seams Hand or Machine riveted?

Diam. of Rivet Holes  $1\frac{7}{16}$ " Pitch  $4\frac{1}{4}$ "

No. of Rows of Rivets in Back End Circumferential Seams

Are these Seams Hand or Machine Riveted?

Diam. of Rivet Holes  $1\frac{7}{16}$ " Pitch  $4\frac{1}{4}$ "

Size of Manholes in Shell

Dimensions of Compensating Rings



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Thickness of End Plates in Steam Space Approved

$1\frac{3}{8}$ "

" " " " " in Boilers

$1\frac{3}{8}$ "

Pitch of Steam Space Stays

$2\frac{1}{2} \times 20$

Diar. " " " " Approved

$3\frac{3}{8}$ " Threads per Inch 6

" " " " " in Boilers

$3\frac{3}{8}$ " 6

Material of " " "

steel  
double-nuts.

How are Stays Secured?

Diar. and Thickness of Loose Washers on End Plates

-

" " Riveted " "

-

Width " " Doubling Strips "

-

Thickness of Middle Back End Plates Approved

-

" " " " " in Boilers

-

Thickness of Doublings in Wide Spaces between Fireboxes

-

Pitch of Stays at

" " "  $14" \times 9\frac{3}{8}"$

Diar. of Stays Approved

$2"$  Threads per Inch 9

" " in Boilers

$2"$  9

Material "

steel.

Are Stays fitted with Nuts outside?

Yes.

Thickness of Back End Plates at Bottom Approved

$29/32$ "

" " " " " in Boilers

$29/32$ "

Pitch of Stays at Wide Spaces between Fireboxes

$14" \times 9\frac{3}{8}"$

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

3



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Diar. of Stays Approved  $2\frac{1}{4}$ " Threads per Inch 6  
 " in Boilers  $2\frac{1}{4}$ " " 6  
 Material " steel.

Thickness of Front Tube Plates Approved  $15/16$ "  
 " " " " in Boilers  $15/16$ "  
 Pitch of Stay Tubes at Spaces between Stacks of Tubes  $14\frac{1}{4} \times 9$ "

Thickness of Doublings in " " "  
 " Stay Tubes at " " "  
 Are Stay Tubes fitted with Nuts at Front End? yls.

Thickness of Back Tube Plates Approved  $7/8$ "  
 " " " in Boilers  $7/8$ "  
 Pitch of Stay Tubes in Back Tube Plates  $13\frac{1}{2} \times 9$ "  
 " Plain "  $4\frac{1}{2} \times 4\frac{1}{2}$ "  
 Thickness of Stay Tubes  $1/4 + 3/16$ "  
 " Plain " 8 W.P.  
 External Diar. of Tubes  $3\frac{1}{4}$ "  
 Material " Iron.

Thickness of Furnace Plates Approved  $2/32$ "  
 " " " in Boilers  $2/32$ "  
 Smallest outside Diar. of Furnaces  $3'-10\frac{3}{16}$ "  
 Length between Tube Plates  $7'-4$ "

Width of Combustion Chambers (Front to Back)  $3'-1$ "  
 Thickness of " " Tops Approved  $23/32$ "  
 " " " " in Boilers  $23/32$ "  
 Pitch of Screwed Stays in C.C. Tops  $9 \times 9$ "



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Diar. of Screwed Stays Approved  $1\frac{3}{4}$ " Threads per Inch 9  
 " " " in Boilers  $1\frac{3}{4}$ " " 9  
 Material " " *steel.*

Thickness of Combustion Chamber Sides Approved  $2\frac{3}{32}$ "  
 " " " " in Boilers  $0\frac{3}{32}$ "  
 Pitch of Screwed Stays in C.O. Sides  $9" \times 9"$   
 Diar. " " Approved  $1\frac{3}{4}$ " Threads per Inch 9  
 " " " in Boilers  $1\frac{3}{4}$ " " 9  
 Material " " *steel.*

Thickness of Combustion Chamber Backs Approved  $2\frac{3}{32}$ "  
 " " " " in Boilers  $2\frac{3}{32}$ "  
 Pitch of Screwed Stays in C.O. Backs  $9\frac{5}{8}" \times 9\frac{3}{8}"$   
 Diar. " " Approved  $2\frac{1}{4}, 2, 1\frac{3}{4}$ " Threads per Inch 9  
 " " " in Boilers  $2\frac{1}{4}, 2, 1\frac{3}{4}$ " " 9  
 Material " " *steel.*

Are all Screwed Stays fitted with Nuts inside C.O.? *yes.*  
 Thickness of Combustion Chamber Bottoms  $1\frac{3}{16}$ "

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

No. of Tubes, each Boiler 350  
 Size of Lower Manholes  $16" \times 12"$

VERTICAL DONKEY BOILERS

21

No. of Boilers  
 Pressure per Sq. Inch  
 Height of Boiler Crown above Fire Grate  
 Area Boiler Crown Flat or Dished  
 Internal Radius of Dished Ends  
 Description of Stays in Boiler Crown  
 Form of Lower Boilers  
 Height of Firebox Crown above Fire Grate  
 Area Firebox Crown Flat or Dished  
 Internal Radius of Firebox Crown  
 No. of Crown Stays  
 Thickness of Plates  
 External Dia. of Tubes at Top  
 No. of Water Tubes  
 Dia. of Water Tubes  
 Material of Water Tubes  
 Dia. of Manholes in Shell  
 Description of Combustion Box  
 State Boilers

SUPERHEATERS

Description of Superheaters



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18 1/4  
14 1/4  
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

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



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## MAIN STEAM PIPES.

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

2	1
stee.	stee.
S. P.	S. P.
4 7/8"	8"
5/16"	3/8"
screwed.	screwed.
4-3-32	8-3-32
600 lbs.	600 lbs.

No. of Length

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. 1 Type *Chubb's* Tons per Day *25*  
 Makers *Central Marine Engine Works*  
 Working Pressure *15 lbs.* Test Pressure *50 lbs.* Date of Test *22-12-31*  
 Date of Test of Safety Valves under Steam *15-3-32.*

## FEED WATER HEATERS.

No. 1 Type *Exhaust Steam*  
 Makers *Central Marine Engine Works*  
 Working Pressure Test Pressure *50 lbs.* Date of Test *25-1-32.*  
*tubes 600*

## FEED WATER FILTERS.

No. 1 Type *Gravitation* Size  
 Makers *Central Marine Engine Works*  
 Working Pressure Test Pressure Date of Test

## LIST OF DONKEY PUMPS.

One *Chubb's* Duplex Cus. pump. *6" x 7" x 7"*  
 One *Chubb's* General Service pump. D.A. *7 1/2" x 5" x 6"*  
 Two *Chubb's* Ballast pumps D.A. *9" x 10 1/2" x 10"*



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## SPARE GEAR.

No. of Top End Bolts.	2	No. of Bot. End Bolts.	2	No. of Cylinder Cover Studs	
" Coupling Bolts	6	" Main Bearing Bolts	2	" Valve Chest "	
" Junk Ring Bolts		" Feed Pump Valves	1 set.	" Bilge Pump Valves	1 set.
" H.P. Piston Rings		" L.P. Piston Rings		" L.P. Piston Rings	
" " Springs		" " Springs		" " Springs	
" Safety Valve "	1	" Fire Bars	150 plain 8 sides	" Feed Check Valves	4
" Piston Rods		" Connecting Rods		" Valve Spindles	
" Air Pump Rods		" Air Pump Buckets		" Air Pump Valves	2
" Cir. "		" Cir. "		" Cir. "	
" Crank Shafts		" Crank Pin Bushes		" Crosshead Bushes	
" Propeller Shafts	1	" Propellers		" Propeller Blades	2 c.p.
" Boiler Tubes	10 plain	" Condenser Tubes	3	" Condenser Ferrules	100.

## OTHER ARTICLES OF SPARE GEAR:—

6 Pads for Michels thrust block.  
 12 Assorted Studs for flange covers.  
 3 Plates of iron assorted.  
 6 Chees tin.  
 2 " copper.  
 180 bolts & nuts assorted.



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## ELECTRIC LIGHTING.

Installation Fitted by

Clarke Chapman &amp; Co.

No. and Description of Dynamos

One compound wound.

Makers of Dynamos

Clarke Chapman &amp; Co.

Capacity

68 Amperes, at 110 Volts, 450 Revols. per Min.

Current Alternating or Continuous

Continuous.

Single or Double Wire System

Double wire

Position of Dynamos

Starboard side Engine Room platform.

Main Switch Board

On Engine room bulkhead.

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.
Engine Room	29 3	16 ch. 300 watt)	23	7/052			
Saloon Forward	7 20 21 4	40 watt 20 " 16 ch. 8 ch.)	18	7/052			
Engineers 1 aft.	40 17	20 watt 16 ch.)	16	7/044			
Wireless	-	-	15	7/036			

20. J. E. C. Latest rules.  
98% pure carbon.  
600 megohms.

Total No. of Lights 141

No. of Motors driving Fans, &amp;c.

No. of Heaters

Current required for Motors and Heaters

450  
110  
4500  
49500

68  
11  
680  
68  
748

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

*Each light group of lights provided with switches as required.*

Are Cut-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. *1.044* S.W.G., Largest, No. *1.064* S.W.G.

How are Conductors in Engine and Boiler Spaces protected?

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

What special protection is provided in the following cases?—

(1) Conductors exposed to Heat or Damp

(2) " " passing through Bunkers or Cargo Spaces

(3) " " Deck Beams or Bulkheads

*yes.*  
*yes.*  
*yes.*  
*yes.*  
*yes.*  
*yes.*  
*yes, state, proclaim.*  
*yes.*  
*Had covered / Armoured.*  
*Had covered.*  
*Had covered / Armoured.*  
*Braided / Armoured.*  
*in galvanized steel tubes / W.T. Rands.*

Are all Joints in Cables properly soldered and thoroughly Insulated so that the efficiency of the Cables is unimpaired? *No joints except mechanical ones.*

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? *yes.*

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? *750,000.* Ohms.

Is the Installation supplied with a Voltmeter? *yes.*

" " " an Ampere Meter *yes.*

Date of Trial of complete Installation *1-4-32* Duration of Trial *6 hours.*

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



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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? *y/s.*

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? *y/s.*

Is the Workmanship throughout thoroughly satisfactory? *y/s.*

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

as ascertained by <sup>me</sup> from personal examination

*J. D. Stevenson*  
 Engineer Surveyor to the British Corporation Register  
 of Shipping and Aircraft.

Fees—

MAIN BOILERS.		£	s.	d.
H.S.	<i>7930</i> Sq. ft.	:	:	
G.S.	<i>142.5</i> "	<i>40</i>	-	-
DONKEY BOILERS.				
H.S.	<i>✓</i> Sq. ft.	:	:	
G.S.	<i>✓</i> "	:	:	
		£	-	-
ENGINES.				
L.P.O.	<i>116.2</i> Cub. ft.	<i>63</i>	<i>5</i>	-
		£	:	:
Testing, &c. ...		-	-	-
		£	:	:
Expenses ...		:	:	
Total ...	£	<i>103</i>	<i>5</i>	-

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

*27<sup>th</sup> April 1932*  
 11 MAY 1932

Fees advised

Fees paid



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 Secretary.

GENERAL CONSTRUCTION

1932

and the cost of the work of the contractor is to be paid by the owner.

MAIN BUILDING

1. 1000 sq. ft. 1000

2. 1000 sq. ft. 1000

WORKS BUILDING

1. 1000 sq. ft. 1000

2. 1000 sq. ft. 1000

TOTAL

1. 1000 sq. ft. 1000

2. 1000 sq. ft. 1000

3. 1000 sq. ft. 1000

4. 1000 sq. ft. 1000

It is admitted that this Report is approved.

*[Signature]*  
1 MAY 1932

Approved by the Committee for the time of M.E.S. on 1 MAY 1932

DOMBY

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*[Signature]*  
1932



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