

No. 2421

THE BRITISH CORPORATION REGISTER
OF SHIPPING AND AIRCRAFT.

Report No. 2445 No. in Register Book 3899.

CANEDONIA II

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" CIBOU "
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DOMBY

S.S.

Makers of Engines

Central Marine Engine Wks.

Works No. 1050.

Makers of Main Boilers

Central Marine Engine Wks.

Works No. 1050.

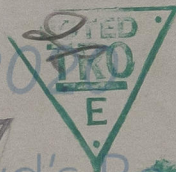
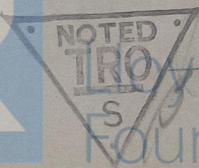
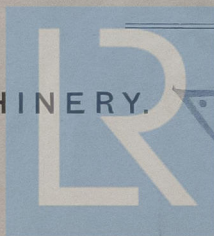
Makers of Donkey Boiler

✓

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 27th 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. Rahner & 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

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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"-43½"-43"** 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

" Condenser

Diameter of Piston Rods (plain part)

Material "

Diam. of Connecting Rods (smallest part)

" Crosshead Gudgeons

No. of Crosshead Bolts (each)

" Crank Pin "

" Main Bearings

" Bolts in each

" Holding Down Bolts, each Engine

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

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

If not, how are they fitted?

Link motion.
Surface Cooling Surface **3076** sq. ft.
7¼" Screwed part (bottom of thread) **5.287"**
steel
7¼" Material **Iron.**
7½" Length of Bearing **14¼"** Material **steel.**
4 Thrs. per inch **6** Material **steel.**
2 " **4** " **6** " "
6 Lengths **five 15¼", one 14¼"**
2 Diam. over Thread **3½"** Threads per inch **6** Material **steel.**
98 Diam. **13/8"** No. of Metal Checks **98**
Tank top.
yes.

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

Chas. W. D. Calville Sons. } @
Chas. W.

15-3-32

1-4-32
Off Wattlehead.

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 Stern

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

Is Single or Double Reduction Gear employed?

Diam. of 1st Reduction Pinion } Width Pitch of Teeth

" 1st " Wheel

Estimated Pressure per lineal inch

Diam. 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 DESCRIPTION OF INSTALLATION

No. of Turbo-Generating Sets Capacity of each

Type of Turbines 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 Turbines

Diam. of 1st Reduction Pinion

" 1st " Wheel

Estimated Pressure per lineal inch

Diam. 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

Diam. of 1st Reduction Pinion

" 1st " Wheel

} Width

Pitch of Teeth

Estimated Pressure per lineal inch

Diam. of 2nd Reduction Pinion

" 2nd " Wheel

} Width

Pitch of Teeth

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.

Boss

Surface (each

Material

"

9

2

STAMP MARKS ON :

WAFTS.
B.C.
N^o 1420
13-11-31
J.D.S.

BC.
No 1421
13-11-31
J. D. S

BC
N^o 1428
4-1-32
J.D.S

BC.
N^o 1429
4-1-32
J.D.S

TBC.
N01430
4-1-32
J. D. S.

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some faint horizontal lines and a small dark mark near the top center. The page is framed by a dark border, possibly the book's binding or the edge of the scanner.

SKETCH OF PROPELLER SHAFT.

BOILERS

Works No.

No. of Boilers

3

Type

1050
Cylindrical multitubular
single.

Single or Double-ended

No. of Furnaces in each

3

Type of Furnaces

Highton

Date when Plan approved

25-7-31

Approved Working Pressure

200 lbs.

Hydraulic Test Pressure

350 "

Date of Hydraulic Test

15-12-31

" when Safety Valves set

15-3-32

Pressure at which Valves were set

206 lbs.

Date of Accumulation Test

15-3-32

Maximum Pressure under Accumulation Test

206 lbs.

System of Draught

C.A.

Can Boilers be worked separately?

Makers of Plates

J. Calville Low Ltd.

" Stay Bars

" Rivets

" Furnaces

R. B. Ingham Ltd.
John Thompson @

Greatest Internal Diam. of Boilers

15'-9 1/4"

" " Length "

11'-4 5/32"

Square Feet of Heating Surface each Boiler

2684 sq. ft.

" " Grate " "

57.5 sq. ft.

No. of Safety Valves each Boiler

2

Rule Diam.

2 1/4"

Actual

2 1/2"

Are the Safety Valves fitted with Easing Gear?

Yes.

No. of Pressure Gauges, each Boiler

2

No. of Water Gauges

2

" Test Cocks

"

✓

" Salinometer Cocks

1



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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? *✓*

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

No. of Strakes of Shell Plating in each Boiler *1*

" Plates in each Strake *2*

Thickness of Shell Plates Approved *1 3/8"*

" " in Boilers *1 3/8"*

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 *1 1/16"*

" inside " *1 3/16"*

Are Longitudinal Seams Hand or Machine Riveted? *machine.*

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

No. of Rivets in a Pitch *5*

Diam. of Rivet Holes *1 7/16"* Pitch *9 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 *2*

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

Diam. of Rivet Holes *1 7/16"* Pitch *4 1/4"*

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

Are these Seams Hand or Machine Riveted? *machine.*

Diam. of Rivet Holes *1 7/16"* Pitch *4 1/4"*

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

Dimensions of Compensating Rings *3'-1" x 2'-9"*



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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?

yfs.

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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Diarr. 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?

$1\frac{1}{4}$ "
Yes.

Thickness of Back Tube Plates Approved $7/8$ "

" " " in Boilers $7/8$ "

Pitch of Stay Tubes in Back Tube Plates

" Plain "

Thickness of Stay Tubes

" Plain "

External Diarr. of Tubes

Material "

$13\frac{1}{2} \times 9$ "
 $4\frac{1}{2} \times 4\frac{1}{2}$ "
 $1\frac{1}{4} + 3\frac{1}{6}$ "
 8 *W.P.*
 $3\frac{1}{4}$ "
Iron.

Thickness of Furnace Plates Approved $2\frac{1}{32}$ "

" " " in Boilers $2\frac{1}{32}$ "

Smallest outside Diarr. of Furnaces

Length between Tube Plates

$3' - 10\frac{3}{16}$ "
 $3' - 4$ "

Width of Combustion Chambers (Front to Back)

Thickness of " " Tops Approved

" " " in Boilers

Pitch of Screwed Stays in C.C. Tops

$3' - 1$ "
 $23/32$ "
 $23/32$ "
 9×9 "



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Diar. of Screwed Stays Approved

 $1\frac{3}{4}$ "
 $1\frac{3}{4}$ " Threads per Inch 9
 $1\frac{3}{4}$ " 9

" " " in Boilers

Material " "

stal.

Thickness of Combustion Chamber Sides Approved

 $2\frac{3}{32}$ "
 $2\frac{3}{32}$ "

" " " " in Boilers

Pitch of Screwed Stays in C.O. Sides

 $9\frac{1}{8}$ " x $9\frac{3}{8}$ "

Diar. " " Approved

 $1\frac{3}{4}$ " Threads per Inch 9
 $1\frac{3}{4}$ " 9

" " " in Boilers

Material " "

stal.

Thickness of Combustion Chamber Backs Approved

 $2\frac{3}{32}$ "
 $2\frac{3}{32}$ "

" " " " in Boilers

Pitch of Screwed Stays in C.O. Backs

 $9\frac{5}{8}$ " x $9\frac{3}{8}$ "

Diar. " " Approved

 $2\frac{1}{4}$ " Threads per Inch 9
 $2\frac{1}{4}$ " 9
 $2\frac{1}{4}$ " 9
 $2\frac{1}{4}$ " 9

" " " in Boilers

Material " "

stal.

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

 $2\frac{1}{2}$ "
 $1\frac{3}{16}$ "

Thickness of Combustion Chamber Bottoms

No. of Girders over each Wing Chamber

4

" " " Centre "

3

Depth and Thickness of Girders

 $9\frac{1}{2}$ " x $1\frac{3}{4}$ "

Material of Girders

stal.

No. of Stays in each

3

No. of Tubes, each Boiler

350

Size of Lower Manholes

 $16\frac{1}{2}$ " x $12\frac{1}{2}$ "

VERTICAL DONKEY BOILERS

No. of Boilers	Type
Pressure per Sq. Inch	Height
Height of Boiler Crown above Fire Grate	
Are Boilers Crowned Flat or Dished?	
Internal Radius of Dished Boilers	Thickness of Plates
Description of Stays in Boiler Crown	Height of Stays
Height of Stays Crown above Fire Grate	Are Stays Crowned Flat or Dished?
Internal Radius of Dished Crowns	Thickness of Plates
No. of Crown Stays	Height
External Diam. of Tubes at Top	Thickness of Plates
No. of Water Tubes	Height
Material of Water Tubes	
Size of Manholes in Shell	
Dimensions of Combustion Box	
Leading Brackets, each Boiler	

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



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MAIN STEAM PIPES.

No. of Lengths	2	1
Material	stee.	stee.
Brazed, Welded or Seamless	S.D.	S.D.
Internal Diam.	4 7/8"	8"
Thickness	5/16"	3/8"
How are Flanges secured?	screwed.	screwed.
Date of Hydraulic Test	4-3-32	8-3-32
Test Pressure	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.* Tons per Day *25*
 Makers *Central Maine 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 Maine Engine Works.*
 Working Pressure Test Pressure *50 lbs.* Date of Test *25-1-32.*
Take 400

FEED WATER FILTERS.

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

LIST OF DONKEY PUMPS.

One Chubb. Duplex Cus. pump. $6 \times 7 \times 7$
 One Chubb. General Service pump. D.A. $7 \frac{1}{2} \times 5 \times 6$
 Two Chubb. Ballast pumps D.A. $9 \times 10 \frac{1}{2} \times 10$



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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 cids	" 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.d.
" 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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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.
Machinery Room	68	110	1.50	
Engine Room				
Coal Bunker				
Water Bunker				
Oil Bunker				
Galley				
Cabin				
Deck				
Stowage Room				
Hold				
Bottom				
Keel				
Propeller				
Shaft				
Engine Room	29	16 ch. 3	1.50	
Coal Bunker	3	16 ch. 3	1.50	
Water Bunker	7	16 ch. 3	1.50	
Oil Bunker	20	16 ch. 3	1.50	
Galley	21	16 ch. 3	1.50	
Cabin	4	16 ch. 3	1.50	
Deck				
Stowage Room				
Hold				
Bottom				
Keel				
Propeller				
Shaft				

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



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450
110
4500
45000
495000

68
11
680
68
748

ELECTRIC LIGHTING.

Installation Fitted by

Clarke Chapman & Co.

No. and Description of Dynamos

One compound wound.

Makers of Dynamos

Clarke Chapman & Co.

Capacity

68

Amperes, at

110

Volts,

450

Revol. 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. I. C. C. latest rules.
98% pure copper.
600 megohms.

Total No. of Lights

141

No. of Motors driving Fans, &c.

No. of Heaters

Current required for Motors and Heaters

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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 Out-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

Each light group of lights provided with switches as required.
Had covered / Armoured.
Had covered.
Had covered / 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?

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

Duration of Trial

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

1-4-32

6 hours.



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GENERAL CONSTRUCTION.

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

Approved Plans? *yfs.*

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? *yfs.*

Is the Workmanship throughout thoroughly satisfactory? *yfs.*

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

as ascertained by *me* from personal examination

J. D. Stevenson
 " **DOMBY** "

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.	✓	Sq. ft.	:	:
G.S.	✓	"	:	:
		£	-	-
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,

John King
 Chief Surveyor

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

27th April 1932
 1 MAY 1932

Fees advised

Fees paid



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Lloyd's Register
 Foundation
W. A. Carlaw
 Secretary.

GENERAL CONSTRUCTION

Form

MAIN BUILDING

H.S. 1930

H.S. 1930

DOCKERY BUILDING

H.S. 1930

H.S. 1930

ROCKING

L.V. 1930

L.V. 1930

L.V. 1930

L.V. 1930

L.V. 1930

L.V. 1930

It is submitted that this Report be approved.

John King
 JOHN KING
 1 MAY 1932

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

DOMBY

Done advised

Done paid

John King
 JOHN KING
 1 MAY 1932



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