

No 2135

THE BRITISH CORPORATION FOR THE SURVEY  
AND  
REGISTRY OF SHIPPING.

Report No. 1958 No. in Register Book 3287

" CITY OF KINGSTON "

S.S.

Makers of Engines

Richardsons Westgait & Co Ltd

Works No.

2651

Makers of Main Boilers

Richardsons Westgait & Co Ltd

Works No.

2651

Makers of Donkey Boiler

Works No.

MACHINERY



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002853-00857-0092



No.

THE BRITISH CORPORATION FOR THE SURVEY

AND

REGISTRY OF SHIPPING.

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

Received at Head Office .....

24<sup>th</sup> June 1920

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

City of Kingston

Official No.

Port of Registry

Registered Owners

Steamship Co. Montreal.

Engines Built by

Richardsons Westgarth & Co. Ltd.

at

Hartlepool.

Main Boilers Built by

Richardsons Westgarth & Co. Ltd.

at

Hartlepool.

Donkey ..

at

Date of Completion

4-26

First Visit

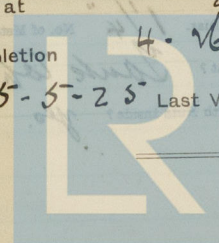
15-5-25

Last Visit

13-4-26

Total Visits

40



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## RECIPROCATING ENGINES.

Works No. *2651* No. of Sets *1* Description *Triple expansion*  
*L.L. 3 cranks.*

No. of Cylinders each Engine *3* No. of Cranks *3*  
Diams. of Cylinders *18" - 30" - 50"* Stroke *36"*  
Cubic feet in each L.P. Cylinder *40.9*

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

" " " each Receiver? *yes.*

Type of H.P. Valves, *Piston.*

" 1st I.P. " *slide.*

" 2nd I.P. "

" L.P. " *slide.*

" Valve Gear *Stephenson link.*

" Condenser *Surface.*

Cooling Surface *1300* sq. ft.

Diameter of Piston Rods (plain part) *1 3/4"* Screwed part (bottom of thread) *3.536"*

Material " *I.S.*

Diam. of Connecting Rods (smallest part) *5 1/4"* Material *I.S.*

" Crosshead Gudgeons *5 1/2"* Length of Bearing *8"* Material *I.S.*

No. of Crosshead Bolts (each) *2* Diam. over Thrd. *2 3/4"* Threds. per inch *6* Material *Steel.*

" Crank Pin " " *2* " *2 3/4"* " *6* " "

" Main Bearings *6* Lengths *10 1/2"*

" Bolts in each *2* Diam. over Thread *3 1/4"* Threads per inch *6* Material *steel.*

" Holding Down Bolts, each Engine *8 1/2"* Diam. *1 1/4"* No. of Metal Chocks *8 1/2"*

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 *Darlington Forge Co.*

Piston " " " " "

Crossheads, " " " " "

Connecting Rods, Finished by *R.W. Co. Ltd.*

Piston " " " " "

Crossheads, " " " " "

Date of Harbour Trial

" Trial Trip *13-4-76*

Trials run at *Quebec.*

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

If so, what was the I.H.P.? *no cards*

Revol. per min. *1100*

Pressure in 1st I.P. Receiver, *40* lbs., 2nd I.P., lbs., L.P., *5* lbs., Vacuum, *26* ins.

Speed on Trial *slow 12 miles per hour*

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

data:—

Revol. per min. " " "

Builders' estimated I.H.P.

Estimated Speed



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## 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

Revs. 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

## TURBO-ELECTRIC INSTALLATION.

No. of Turbo-Generating Sets

Type of Turbines employed

Description of Generator

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 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 " "

" " 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.



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### 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		} 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

Revol. 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.
10.0	10.0	1000
10.5	10.5	1050
11.0	11.0	1100
11.5	11.5	1150
12.0	12.0	1200
12.5	12.5	1250
13.0	13.0	1300
13.5	13.5	1350
14.0	14.0	1400
14.5	14.5	1450
15.0	15.0	1500
15.5	15.5	1550
16.0	16.0	1600
16.5	16.5	1650
17.0	17.0	1700
17.5	17.5	1750
18.0	18.0	1800
18.5	18.5	1850
19.0	19.0	1900
19.5	19.5	1950
20.0	20.0	2000
20.5	20.5	2050
21.0	21.0	2100
21.5	21.5	2150
22.0	22.0	2200
22.5	22.5	2250
23.0	23.0	2300
23.5	23.5	2350
24.0	24.0	2400
24.5	24.5	2450
25.0	25.0	2500
25.5	25.5	2550
26.0	26.0	2600
26.5	26.5	2650
27.0	27.0	2700
27.5	27.5	2750
28.0	28.0	2800
28.5	28.5	2850
29.0	29.0	2900
29.5	29.5	2950
30.0	30.0	3000
30.5	30.5	3050
31.0	31.0	3100
31.5	31.5	3150
32.0	32.0	3200
32.5	32.5	3250
33.0	33.0	3300
33.5	33.5	3350
34.0	34.0	3400
34.5	34.5	3450
35.0	35.0	3500
35.5	35.5	3550
36.0	36.0	3600
36.5	36.5	3650
37.0	37.0	3700
37.5	37.5	3750
38.0	38.0	3800
38.5	38.5	3850
39.0	39.0	3900
39.5	39.5	3950
40.0	40.0	4000
40.5	40.5	4050
41.0	41.0	4100
41.5	41.5	4150
42.0	42.0	4200
42.5	42.5	4250
43.0	43.0	4300
43.5	43.5	4350
44.0	44.0	4400
44.5	44.5	4450
45.0	45.0	4500
45.5	45.5	4550
46.0	46.0	4600
46.5	46.5	4650
47.0	47.0	4700
47.5	47.5	4750
48.0	48.0	4800
48.5	48.5	4850
49.0	49.0	4900
49.5	49.5	4950
50.0	50.0	5000
50.5	50.5	5050
51.0	51.0	5100
51.5	51.5	5150
52.0	52.0	5200
52.5	52.5	5250
53.0	53.0	5300
53.5	53.5	5350
54.0	54.0	5400
54.5	54.5	5450
55.0	55.0	5500
55.5	55.5	5550
56.0	56.0	5600
56.5	56.5	5650
57.0	57.0	5700
57.5	57.5	5750
58.0	58.0	5800
58.5	58.5	5850
59.0	59.0	5900
59.5	59.5	5950
60.0	60.0	6000
60.5	60.5	6050
61.0	61.0	6100
61.5	61.5	6150
62.0	62.0	6200
62.5	62.5	6250
63.0	63.0	6300
63.5	63.5	6350
64.0	64.0	6400
64.5</		

S.H.P.

## Makers of Turbines

## Generators

Meters

Reduction Gear

Turbine Spindles forged by

Wheels forged or cast by

Reduction Gear Shafts forged by

Wheels forged or cast by

DESCRIPTION OF INSTALLATION.

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No. of Blades each Propeller *4* Fitted or Solid? *Fitted.*  
 Material of Blades *Cast Iron.* Boss *Cast Iron.*  
 Diam. of Propellers *12'-9"* Pitch *12'-3"* Surface (each *56* S. ft.  
 Coefficient of Displacement of Vessel at  $\frac{1}{2}$  Moulded Depth

Crank Shafts Forged by *Darling Iron Works* Material *Is.*  
 " Pins " " " "  
 " Webs " *St. Louis* " "  
 Thrust Shafts " *Darling Iron Works* " "  
 Intermed. " " " "  
 Propeller " " " "  
 Crank " Finished by *R.W. Co. Wheel*  
 Thrust " " " "  
 Intermed. " " " "  
 Propeller " " " "

## STAMP MARKS ON SHAFTS.

Crank Shaft:-

B.C.  
 No 461  
 20-7-25  
 J. D. S.

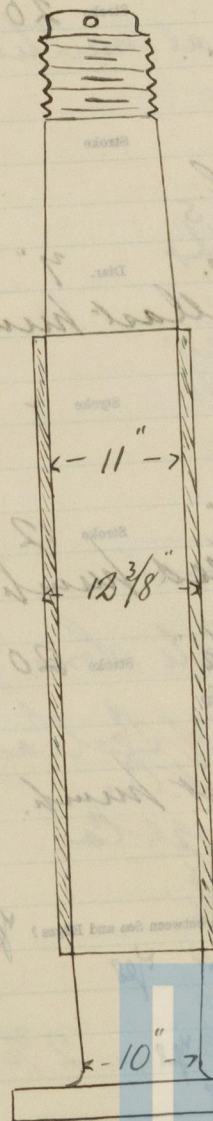
Thrust Shaft:-

B.C.  
 No 469  
 3-9-25  
 J. D. S.

Tail Shaft:-

B.C.  
 No 468  
 18-7-25  
 J. H.  
 31-7-25  
 J. L.

## SKETCH OF PROPELLER SHAFT.



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## PUMPS, ETC.

No. of Air Pumps 1 Diar. 15 1/2" Stroke 20"

Worked by Main or Independent Engines? main.

No. of Circulating Pumps 1 Diar. Stroke

Type of " Centrifugal.

Diar. of " Suction from Sea 8"

Has each Pump a Bilge Suction with Non-return Valve? yes. Diar. 7"

What other Pumps can circulate through Condenser? Ballast pump.

No. of Feed Pumps on Main Engine ✓ Diar. ✓ Stroke ✓

Are Spring-loaded Relief Valves fitted to each Pump? "

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

No. of Independent Feed Pumps 1 pair Diar. 5" Stroke 12"

What other Pumps can feed the Boilers? Aux. Feed pump.

No. of Bilge Pumps on Main Engine 2 Diar. 3 1/2" Stroke 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? Ballast pump.

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

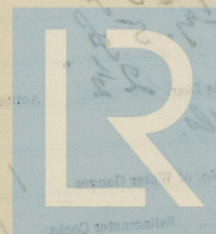
Are all Blow-off Cocks or Valves fitted with Spigots through the Hull Plating and Covering Plates or Flanges

on the Outside? yes

## BOILERS

26.51  
18.5-14-52  
18.5-14-52  
358  
18.5-14-52  
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## BOILERS.

Works No.

2651.

No. of Boilers

2

Type

Cylindrical multitubular  
single.

Single or Double-ended

No. of Furnaces in each

3

Type of Furnaces

Brighton.

Date when Plan approved

25-4-25.

Approved Working Pressure

185 lbs.

Hydraulic Test Pressure

328 "

Date of Hydraulic Test

15-7-25

" when Safety Valves set

13-4-26

Pressure at which Valves were set

185 lb.

Date of Accumulation Test

Maximum Pressure under Accumulation Test

System of Draught

natural.

Can Boilers be worked separately?

Makers of Plates

J. Calville Sons. &amp;

" Stay Bars

~~Steel Coy. of Scotland.~~

" Rivets

R. B. V. Coy.

" Furnaces

Leeds Forge Coy.

Greatest Internal Diam. of Boilers

13'-3 1/16"

" " Length "

10'-10 5/16"

Square Feet of Heating Surface each Boiler

1730 sq

" " Grate "

57.5 sq

No. of Safety Valves each Boiler

2

Rule Diam.

2 1/2"

Actual

2 3/4"

Are the Safety Valves fitted with Easing Gear?

ybs.

No. of Pressure Gauges, each Boiler

2

No. of Water Gauges

1

" Test Cocks

3

" Salinometer Cocks

1

Are the Water Gauges fitted direct to the boiler shells or mounted on tubes?

Are the Water Gauges fitted direct to the boiler shells or connected by pipes?

Are steam pipes connected to boilers by cocks or valves?

Are flow-off cocks or valves fitted on boiler shells?

No. of Stanches of Shell Fitting in each boiler

Plates in each Stanch

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

bolts

Are longitudinal seams hand or machine riveted?

Are they single flange or triple flange?

No. of Rivets in a Flange

Dist. of Rivet Holes

No. of Rows of Rivets in Centre Circumferential Seams

Are these Seams Hand or Machine Riveted?

Dist. of Rivet Holes

No. of Rows of Rivets in Front End Circumferential Seams

Are these Seams Hand or Machine Riveted?

Dist. of Rivet Holes

No. of Rows of Rivets in Top and Bottom Circumferential Seams

Are these Seams Hand or Machine Riveted?

Dist. of Rivet Holes

No. of Rows of Rivets in Front End Circumferential Seams

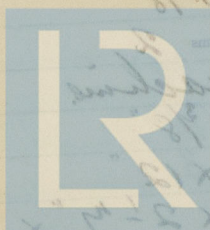
Are these Seams Hand or Machine Riveted?

Dist. of Rivet Holes

No. of Rows of Rivets in Top and Bottom Circumferential Seams

Are these Seams Hand or Machine Riveted?

Dist. of Rivet Holes



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

*Pillars.*

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

*Pipes.*

Are these Pipes connected to Boilers by Cocks or Valves?

*cocks.*

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

*valves.*

No. of Strakes of Shell Plating in each Boiler

*1*

Plates in each Strake

*2*

Thickness of Shell Plates Approved

*1 3/32"*

in Boilers

*1 7/32"*

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?

*yfs.*

Thickness of outside Butt Straps

*1"*

inside

*1"*

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 3/16"*

Pitch

*8 1/8"*

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 3/16"*

Pitch

*3 3/8"*

No. of Rows of Rivets in Back End Circumferential Seams

*2*

Are these Seams Hand or Machine Riveted?

*machine.*

Diam. of Rivet Holes

*1 3/16"*

Pitch

*3 3/8"*

Size of Manholes in Shell

*16" x 12"*

Dimensions of Compensating Rings

*2'-10" x 2'-7" x 1 3/32"*



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Thickness of End Plates in Steam Space Approved

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

" " " " " in Boilers

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

Pitch of Steam Space Stays

 $19" \times 18"$ 

Diar. " " " " Approved

 $3\frac{1}{2}\frac{7}{8}$  Threads per Inch 6

" " " " " in Boilers

 $3\frac{1}{2}\frac{7}{8}$  " 6

Material of " " "

steel

How are Stays Secured?

Double-nuts washers.

Diar. and Thickness of Loose Washers on End Plates

-

" " Riveted " " "

-

Width " " Doubling Strips "

-

Thickness of Middle Back End Plates Approved

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

" " " " " in Boilers

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

Thickness of Doublings in Wide Spaces between Fireboxes

-

Pitch of Stays at

" " "

 $15" \times 8"$ 

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

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

" " " " " in Boilers

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

Pitch of Stays at Wide Spaces between Fireboxes

 $15\frac{1}{2} \times 8"$ 

Thickness of Doublings in

-

Thickness of Front End Plates at Bottom Approved

 $\frac{7}{8}$ "

" " " " " in Boilers

 $\frac{7}{8}$ "

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  $\frac{7}{8}$ "  
 " " " in Boilers  $\frac{7}{8}$ "  
 Pitch of Stay Tubes at Spaces between Stacks of Tubes  $14\frac{1}{4}$ "  $\times$   $8\frac{3}{4}$ "  
 Thickness of Doublings in " " "  
 " Stay Tubes at " " "  $5\frac{1}{16}$ "  $\times$   $\frac{3}{8}$ "  
 Are Stay Tubes fitted with Nuts at Front End? yes.

Thickness of Back Tube Plates Approved Centre  $\frac{3}{4}$ " wings  $2\frac{7}{32}$ "  
 " " " in Boilers "  $\frac{3}{4}$ " "  $2\frac{7}{32}$ "  
 Pitch of Stay Tubes in Back Tube Plates  $13\frac{1}{2}$ "  $\times$   $8\frac{3}{4}$ "  
 " Plain "  $4\frac{1}{2}$ "  $\times$   $4\frac{3}{8}$ "  
 Thickness of Stay Tubes  $5\frac{1}{16}$ "  $\frac{3}{8}$ "  $\times$   $\frac{1}{16}$ "  
 " Plain " 8. w.p.  
 External Diar. of Tubes  $3\frac{1}{4}$ "  
 Material " Iron.

Thickness of Furnace Plates Approved  $1\frac{7}{32}$ "  
 " " " in Boilers  $1\frac{7}{32}$ "  
 Smallest outside Diar. of Furnaces  $3'-3\frac{1}{16}"$   
 Length between Tube Plates  $2'-9"$

Width of Combustion Chambers (Front to Back)  $2'-5\frac{15}{16}"$   
 Thickness of " " Tops Approved Centre  $2\frac{3}{32}$ " wings  $\frac{1}{16}"$   
 " " " in Boilers "  $2\frac{3}{32}$ " "  $\frac{1}{16}"$   
 Pitch of Screwed Stays in C.C. Tops  $10\frac{1}{2}" \times 8\frac{5}{8}"$



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

Thickness of Combustion Chamber Sides Approved Centre  $2\frac{1}{32}$ " wings  $\frac{1}{16}$ "  
 " " " in Boilers  $2\frac{1}{32}$ "  $\frac{1}{16}$ "

Pitch of Screwed Stays in C.O. Sides  $8\frac{5}{8}$ " x 8"  
 Diar. " " Approved  $1\frac{3}{4}$ " Threads per Inch 9  
 " " " in Boilers  $1\frac{3}{4}$ "  
 Material " " steel.

Thickness of Combustion Chamber Backs Approved  $\frac{1}{16}$ "  
 " " " in Boilers  $\frac{1}{16}$ "  
 Pitch of Screwed Stays in C.O. Backs  $10$ " x 8"  
 Diar. " " Approved  $2\frac{1}{8}$ ,  $2\frac{1}{8}$ ,  $1\frac{1}{8}$ ,  $1\frac{1}{8}$ " Threads per Inch 9  
 " " " in Boilers  $2\frac{1}{8}$ ,  $2\frac{1}{8}$ ,  $1\frac{1}{8}$ ,  $1\frac{1}{8}$ "  
 Material " " steel.

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

Thickness of Combustion Chamber Bottoms  $2\frac{1}{4}$ "

No. of Girders over each Wing Chamber 4

" " " Centre " 2

Depth and Thickness of Girders  $8$ " x  $15\frac{1}{8}$ "

Material of Girders steel.

No. of Stays in each 2

No. of Tubes, each Boiler 208

Size of Lower Manholes  $16$ " x  $12$ "

## VERTICAL DONKEY BOILERS

No. of Boilers  
 Greatest Int. Diam.  
 Height  
 Height of Boiler Crown above Fire Grate  
 Are Boiler Crowns Flat or Dished?  
 Internal Radius of Dished Boilers  
 Thickness of Plates  
 Description of Seams in Boiler Crowns  
 Date of First Issue  
 Height of Firebox Crown above Fire Grate  
 Are Firebox Crowns Flat or Dished?  
 External Radius of Dished Crowns  
 No. of Crown Stays  
 Diar.  
 Thickness of Plates  
 Bottom  
 Thickness  
 External Diar. of Firebox at Top  
 No. of Water Tubes  
 Material of Water Tubes  
 Size of Manhole in Shell  
 Dimensions of Combustion Ring  
 Heating surface, each boiler  
 (State Surface)

## SUPERHEATERS



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## VERTICAL DONKEY BOILERS.

No. of Boilers Type Height

Greatest Int. Diar. Thickness of Plates

Height of Boiler Crown above Fire Grate

Are Boiler Crowns Flat or Dished?

Internal Radius of Dished Ends Width of Overlap

Description of Seams in Boiler Crowns

Diag. of Rivet Holes Pitch

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, Welded or Flanged

Internal Diar.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

No. of Pipes

Material

Internal, Welded or Flanged

Internal Diar.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

No. of Pipes

Material

Internal, Welded or Flanged

Internal Diar.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure



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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  
Copper  
Seamless

4 1/2"

5 w.

Brazed

Tested by

390 lbs.

Can. Govt. Steamboat Inspectors.

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

## FEED WATER HEATERS

Ballast Pump 8x10x12  
 General Service 8x5x8  
 Sanitary Pump 4x8x5

182 lbs. Test Pressure 430 lbs. Date of Test 28-7-22

## FEED WATER FILTERS

182 lbs. Test Pressure 430 lbs. Date of Test 28-7-22



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No.	Type	Tons per Day
Makers		
Working Pressure	Test Pressure	Date of Test
Date of Test of Safety Valves under Steam		

## FEED WATER HEATERS.

FEED WATER HEATERS.

No.	1	Type	Live steam Surface Feed Heater
Makers	F.W. Co. Ltd.		
Working Pressure	185 lbs.	Test Pressure	432 lbs.
		Date of Test	28-7-25

## FEED WATER FILTERS.

FEED WATER FILTERS.			
No.	Type	Size	No.
1	Cascade Rwco Ltd.		No. 1.
Makers			
Working Pressure	Test Pressure	Date of Test	

Ballast Pump.  $9 \times 10 \times 10$  Henry Watson  
General Service  $8 \times 5 \times 8$  Thos. Lamont & Co  
Sanitary Pump  $4 \times 2\frac{3}{4} \times 5$  Thos. Lamont & Co.

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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	2	" Bilge Pump Valves	2
" H.P. Piston Rings	3	" L.P. Piston Rings	3	" L.P. Piston Rings	✓
" " Springs	✓	" " Springs	✓	" " Springs	1 set.
" Safety Valve	2	" Fire Bars	66	" Feed Check Valves	1 main 1 stop.
" Piston Rods	✓	" Connecting Rods	✓	" Valve Spindles	✓
" Air Pump Rods	✓	" Air Pump Buckets	✓	" Air Pump Valves	✓
" Cir. "	✓	" Cir. "	✓	" Cir. "	✓
" Crank Shafts	✓	" Crank Pin Bushes	✓	" Crosshead Bushes	✓
" Propeller Shafts	✓	" Propellers	✓	" Propeller Blades	4
" Boiler Tubes	4	" Condenser Tubes	✓	" Condenser Ferrules	✓

OTHER ARTICLES OF SPARE GEAR:—

## REFRIGERATORS



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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?

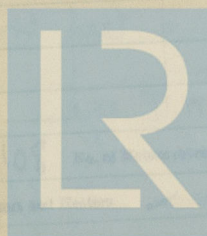
Date of Test under Working Conditions

## 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.
Hold No. 1	50	75	450	
Hold No. 2	50	75	450	
Hold No. 3	50	75	450	
Hold No. 4	50	75	450	
Hold No. 5	50	75	450	
Hold No. 6	50	75	450	
Hold No. 7	50	75	450	
Hold No. 8	50	75	450	
Hold No. 9	50	75	450	
Hold No. 10	50	75	450	
Hold No. 11	50	75	450	
Hold No. 12	50	75	450	
Hold No. 13	50	75	450	
Hold No. 14	50	75	450	
Hold No. 15	50	75	450	
Hold No. 16	50	75	450	
Hold No. 17	50	75	450	
Hold No. 18	50	75	450	
Hold No. 19	50	75	450	
Hold No. 20	50	75	450	
Hold No. 21	50	75	450	
Hold No. 22	50	75	450	
Hold No. 23	50	75	450	
Hold No. 24	50	75	450	
Hold No. 25	50	75	450	
Hold No. 26	50	75	450	
Hold No. 27	50	75	450	
Hold No. 28	50	75	450	
Hold No. 29	50	75	450	
Hold No. 30	50	75	450	
Hold No. 31	50	75	450	
Hold No. 32	50	75	450	
Hold No. 33	50	75	450	
Hold No. 34	50	75	450	
Hold No. 35	50	75	450	
Hold No. 36	50	75	450	
Hold No. 37	50	75	450	
Hold No. 38	50	75	450	
Hold No. 39	50	75	450	
Hold No. 40	50	75	450	
Hold No. 41	50	75	450	
Hold No. 42	50	75	450	
Hold No. 43	50	75	450	
Hold No. 44	50	75	450	
Hold No. 45	50	75	450	
Hold No. 46	50	75	450	
Hold No. 47	50	75	450	
Hold No. 48	50	75	450	
Hold No. 49	50	75	450	
Hold No. 50	50	75	450	

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

Iron deck	12	50	6	14	952
Lead plate	10	50	5	14	952



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## ELECTRIC LIGHTING.

Installation Fitted by *Davis Shipbuilding Repairing Co. Ltd.*  
 No. and Description of Dynamos *1 - 10 K.W. Compound wound*  
 Makers of Dynamos *General Electric Co.*  
 Capacity *86* Amperes at *175* Volts. *450* Revols. per Min.  
 Current Alternating or Continuous *Continuous*  
 Single or Double Wire System *Double*  
 Position of Dynamos *F.A. Upper platform*  
 " Main Switch Board *Close to dynamos*  
 No. of Circuits to which Switches are provided on Main Switch Board

## 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>Eng. + Boiler</i>	<i>25</i>	<i>50 w</i>	<i>12½</i>	<i>10 A.S.</i>		<i>98%</i>	
<i>low. light</i>	<i>5</i>	<i>50</i>	<i>2½</i>	<i>10</i>		<i>98%</i>	
<i>Acc. aft</i>	<i>30</i>	<i>25</i>	<i>7½</i>	<i>10</i>		<i>98%</i>	
<i>Acc. fwd</i>	<i>26</i>	<i>25</i>	<i>6½</i>	<i>10</i>		<i>98%</i>	
<i>Tween deck</i>	<i>12</i>	<i>50</i>	<i>6</i>	<i>14</i>		<i>98%</i>	
<i>lamp plug</i>	<i>10</i>	<i>50</i>	<i>5</i>	<i>14</i>		<i>98%</i>	

Total No. of Lights *108* No. of Motors driving Fans, &c. *1* No. of Heaters *1*  
 Current required for Motors and Heaters

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

1 - 4 circuit at switchboard

1 - 6 circuit in dining room

1 - 6 circuit in forecabin

1 - 5 circuit in wheel house

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. 14 B.S. S.W.G., Largest, No. 00 B.S. 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

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

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?

Ohms.

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?

Expenses

It is submitted that this Report be approved.

has been used as a guide in the construction of the ship.

Approved by the Committee on 24th April 1906

NOTED BY THE CITY OF KINGSTON

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## GENERAL CONSTRUCTION.

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

Approved Plans? *Yes*

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

Surveyor.

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

Is the Workmanship throughout thoroughly satisfactory? *Yes*

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

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

**CITY OF KINGSTON**

*D. McCarty*  
*J. O. Cliphenson*  
Engineer Surveyor to the British Corporation for the  
Survey and Registry of Shipping.

## Fees—

	MAIN BOILERS.	£	s.	d.
H.S.	3460	Sq. ft.	:	:
G.S.	115	"	:	:

*Installing* \$32.00

## DONKEY BOILERS.

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

## ENGINES.

L.P.C.	40.9	Cub. ft.	:	:
		£	:	:

*Installing* \$30.00  
\$62.00

Testing, &c. ...	£	:	:
------------------	---	---	---

Expenses ...	£	:	:
Total ...	£	:	:

It is submitted that this Report be approved,

Chief Surveyor.

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

Fees advised\*

Fees paid



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Secretary.



## GENERAL INSTRUCTIONS

THESE INSTRUCTIONS ARE TO BE OBSERVED BY ALL OFFICERS AND MEN OF THE REGIMENT WHEN ON DUTY IN THE FIELD. THE OFFICER COMMANDING THE REGIMENT SHALL BE RESPONSIBLE FOR THE OBEYANCE OF THESE INSTRUCTIONS. THE FOLLOWING ARE THE GENERAL INSTRUCTIONS:

1. THE REGIMENT SHALL BE KEPT IN THE MOST PERFECT ORDER AT ALL TIMES.

2. THE OFFICER COMMANDING THE REGIMENT SHALL BE RESPONSIBLE FOR THE OBEYANCE OF THESE INSTRUCTIONS.

3. THE FOLLOWING ARE THE GENERAL INSTRUCTIONS:

4. THE REGIMENT SHALL BE KEPT IN THE MOST PERFECT ORDER AT ALL TIMES.

5. THE OFFICER COMMANDING THE REGIMENT SHALL BE RESPONSIBLE FOR THE OBEYANCE OF THESE INSTRUCTIONS.

6. THE FOLLOWING ARE THE GENERAL INSTRUCTIONS:

7. THE REGIMENT SHALL BE KEPT IN THE MOST PERFECT ORDER AT ALL TIMES.

8. THE OFFICER COMMANDING THE REGIMENT SHALL BE RESPONSIBLE FOR THE OBEYANCE OF THESE INSTRUCTIONS.

9. THE FOLLOWING ARE THE GENERAL INSTRUCTIONS:

10. THE REGIMENT SHALL BE KEPT IN THE MOST PERFECT ORDER AT ALL TIMES.

11. THE OFFICER COMMANDING THE REGIMENT SHALL BE RESPONSIBLE FOR THE OBEYANCE OF THESE INSTRUCTIONS.

12. THE FOLLOWING ARE THE GENERAL INSTRUCTIONS:

It is submitted that this Report be approved.

For these reasons it is recommended that the Report be approved.

Approved by the Committee for the City of Kingston on the 14th day of June 1888.

CITY OF KINGSTON

Doney W. H. H.

J. B. Clipperton

Engineer and Surveyor for the City of Kingston.



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