

VERTICAL DONKEY BOILER— Manufacturers of Steel

No.	Description	When made	Where fixed
Made at	By whom made		
Working pressure	tested by hydraulic pressure to	Date of test	No. of Certificate
Valves	No. of Safety Valves	Area of each	Pressure to which they are adjusted
If fitted with casing gear	If steam from main boilers can enter the donkey boiler		Date of adjustment
Material of shell plates	Thickness	Range of tensile strength	Descrip. of riveting long. seams
Dia. of rivet holes	Whether punched or drilled	Pitch of rivets	Lap of plating
Working pressure of shell by rules	Thickness of shell crown plates	Radius of do.	No. of stays to do.
Diameter of furnace Top	Bottom	Length of furnace	Thickness of furnace plates
Working pressure of furnace by rules	Thickness of furnace crown plates	Radius of do.	Stayed by
Diameter of uptake	Thickness of uptake plates	Thickness of water tubes	Dates of survey

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building: During progress of work in shops -- 28 Sept. 14th & 15 Oct. 29 Nov. 13 Dec 1912, 15 Jan. 27 Jan. 5 & 22 Febr. 4 & 28 March, 3, 4, 14, 17, 23 & 30 April, 7, 8, 9 & 22 May, 2 & 9 June 1913.
 During erection on board vessel ---
 Total No. of visits

Is the approved plan of main boiler forwarded herewith

Dates of Examination of principal parts—Cylinders 4x28, 3x7 1913 Slides Covers 4x28 1913 Pistons 4x28 1913 Rods 15 1912 & 13 1913
 Connecting rods 15 13 1912 Crank shaft 9 1912 Thrust shaft 27, 5x22 Tunnel shafts 30, 9, 2x9 1913 Screw shaft 4, 14, 17 & 23 1913 Propeller 2 1913
 Stern tube Steam pipes tested 15, 5x22 1913 Engine and boiler seatings Engines holding down bolts 7.8x22 1913
 Completion of pumping arrangements Boilers fixed Engines tried under steam 7 May 1913
 Main boiler safety valves adjusted Thickness of adjusting washers Lloyd's no. 4
 Material of Crank shaft S.M.S. Identification Mark on Do. 2.6.13 A. 1 Material of Thrust shaft S.M.S. Identification Mark on Do. 2.6.13 A. 4 Lloyd's no. 4
 Material of Tunnel shafts S.M.S. Identification Marks on Do. 2.6.13 A. 36 Material of Screw shafts S.M.S. Identification Marks on Do. 8.5.13 A. 4
 Material of Steam Pipes Test pressure 15. Mark on spare prop. shaft Lloyd's no. 4 22.5.13 A.

General Remarks (State quality of workmanship, opinions as to class, &c. The designs of the crank-, thrust-, intermediate- and propeller shafts, connecting rods and clutch gearing of this type and size of Bolinder motor have been submitted and approved (See Sec. Letters E. 31.10.1912, 21.1.1912, & 13.9.1912).
 These shafts (except the intermediate shafts) and the connecting rods have all been manufactured at the Sandviken Steel works - the intermediate shafts have been manufactured at the Björneborg steel works - and all in accordance with the Rules. The shafts have been examined while being forged, and when being rough-turned and finished and found good and sound. The materials have been tested by the undersigned and found to fill the Rule requirements.
 The Cylinders, of cast iron, have been examined in- and outside and found sound. Thickness of cylinder walls is stated to be 30 mm. and of water jackets 16 mm. Cylinders tested with hydraulic pressure to 529 lbs. per sq. in. or double the working pressure of 18 atm. and found tight. They have been marked on upper flange of each cylinder Lloyd's Test 28.3.13 A. Their water jackets have been tested to 50 lbs. and found tight.
 The Silencer and its water jacket have been tested to 50 lbs. and found tight.
 The motor has been tried in shop under full power in my presence and found to give an eff. at normal load of and 225 revolutions of 320 B.H.P.
 The bilge pumps, of 100 mm. diam. & 50 mm. stroke, are in accordance with the approved design this instance (See Sec. Letter E. 28.10.1912).

The Society's Rules with regard to the details of construction, fitting of valves, lubrication, Accessibility, etc., have been adhered to, so far as concerns the motor itself. The remaining requirements of the Rules will have to be attended to at the fitting of the motor in ship.
 I am of opinion, that this motor is of superior material and workmanship, and as it has been signed and constructed under my special survey, I have respectfully to submit, that it will be eligible to be certified L.M.C. as soon as it has been fitted in ship to the satisfaction of the Society's local Surveyor.

The amount of Entry Fee ... £ 12.00
 Special Donkey Boiler Fee ... £ 20 June 1913
 Charges on completion of the fitting ...
 Travelling Expenses (if any) £

A. G. Jackson
 Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
 Assigned

TUE. MAR. 31. 1914
 L.P. 6.3.14
 oil engines



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 Foundation