

DONKEY BOILER— Description *Single ended auxiliary boiler to be used as donkey boiler.*

Made at _____ by whom made _____ when made _____ where fixed _____

Working pressure _____ tested by hydraulic pressure to _____ No. of Certificate _____ fire grate area _____ description of safety

valves _____ No. of safety valves _____ area of each _____ if fitted with easing gear _____ if steam from main boilers can

enter the donkey boiler _____ diameter of donkey boiler _____ length _____ description of riveting _____

Thickness of shell plates _____ diameter of rivet holes _____ whether punched or drilled _____ pitch of rivets _____ lap of plating _____

per centage of strength of joint _____ thickness of crown plates _____ stayed by _____

Diameter of furnace, top _____ bottom _____ length of furnace _____ thickness of plates _____ description of joint _____

Thickness of furnace crown plates _____ stayed by _____ working pressure of shell by rules _____

Working pressure of furnace by rules _____ diameter of uptake _____ thickness of plates _____ thickness of water tubes _____

SPARE GEAR. State the articles supplied:— 2 propeller blades. Air pump rod, bucket, foot & head valves with guards. 4 P & I.P. valve spindles. Centrif. pump spindle; set air, feed & bilge pump valves 12 pumping bolts, 2 main bearing bolts; 1 set con. rod bolts bottom end; 2 ditto top end; 1 set coupling bolts 8 propeller studs & nuts. Piston rings 4 H.P., 2 I.P. & 1 L.P.; 2 trans valves for feed checks; 10 condenser tubes; 8 Hay all furnace bars. Iron of various sizes, assorted bolts etc

The foregoing is a correct description,

Hay all furnace bars. Iron of various sizes, assorted bolts etc

Horland & Moffat Manufacturer.

General Remarks (State quality of workmanship, opinions as to class, &c. The engines & boilers in this vessel)

have been constructed under special survey, & in accordance with the approved plans of boilers forwarded with the report on the sister ship "Pindari".

The steel has been tested as required by the Rules, & the workmanship is throughout good.

Each of the boilers & each separate length of the main & auxiliary steam pipes have been tested by water pressure to double the working pressure.

The safety valves are adjusted to blow off at 185 lbs per sq in. & the engines worked satisfactorily under full steam.

The electric lighting is by Messrs W.H. Allen & Co. The currents are generated by two engines & dynamos. 250 revs per min. 90 amperes. 62 volts. The installation is in every respect a duplicate of that reported as fitted in the S.S. "Pindari".

The machinery in my opinion renders the vessel eligible for the record of **+ LMC 1-92** in the Register Book.

It is submitted that
this vessel is eligible for
THE RECORD + LMC 1-92

N.A.

2-2-92

The amount of Entry Fee .. £ 3 : 0 : 0 received by me,

Special £ 40 : 18 : 0

Donkey Boiler Fee £ :

Certificate (if required) .. £ MACHINERY WRITTEN. 1 Feb 1892

To be sent as per margin.

(Travelling Expenses, if any, £)

Committee's Minute

TUES. 2 FEB 1892

+ LMC 1/92

A. L. Jones
Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.



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Foundation