

Port of *Newcastle*

Received at London Office

1905

No. in Survey held at *Newcastle*Date, first Survey *January 16th*Last Survey *June 16th* 1905

Reg. Book.

62 *sup* on the*3/8 Leafield*

(Number of Visits

33)

Gross 2539

Net 1616

Master

Built at *Newcastle*

By whom built

*Wood Skinner & Co*When built *1905*

Engines made at

Newcastle

By whom made

*H. E. M. Eng Co Ltd*when made *1905*

Boilers made at

"

By whom made

*"*when made *1905*

Registered Horse Power

Owners

Leafield & Co (A. Brewis Mgr)

Port belonging to

Newcastle

Nom. Horse Power as per Section 28

266

Is Refrigerating Machinery fitted

no

Is Electric Light fitted

no

ENGINES, &c.—Description of Engines

Tri Cpd

No. of Cylinders

3

No. of Cranks

*3*Dia. of Cylinders *23 3/4 6 1/2*Length of Stroke *39*Revs. per minute *67*

Dia. of Screw shaft

as per rule *12 1/2*

Material of screw shaft

Iron

Is the screw shaft fitted with a continuous liner the whole length of the stern tube

yes

Is the after end of the liner made water tight

yes

If the liner is in more than one length are the joints burned

yes

If the liner does not fit tightly at the part

yes

between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

yes

If two

liners are fitted, is the shaft lapped or protected between the liners

*yes*Length of stern bush *4' 9"*

Dia. of Tunnel shaft

as per rule *11 1/2*

Dia. of Crank shaft journals

as per rule *11 1/2*

Dia. of Crank pin

12"

Size of Crank webs

7 1/2 x 11 1/2

Dia. of thrust shaft under

collars *12"*

Dia. of screw

15 1/2

Pitch of screw

15 1/2

No. of blades

4

State whether moveable

f

Total surface

45 1/2

No. of Feed pumps

2

Diameter of ditto

3 1/2"

Stroke

21"

Can one be overhauled while the other is at work

yes

No. of Bilge pumps

2

Diameter of ditto

3 1/2"

Stroke

21"

Can one be overhauled while the other is at work

yes

No. of Donkey Engines

2

Sizes of Pumps

*8 x 10 x 10 7/8**6 x 4 x 6*

No. and size of Suctions connected to both Bilge and Donkey pumps

*2 of 3"**1 of 3 1/2"*

In Engine Room

*2 of 3"**1 of 3 1/2"*

In Holds, &c.

*2 of 3"**1 of 3 1/2"**tunnel 2 1/2"**2 of 3"**tunnel 2 1/2"**2 of 3"**tunnel 2 1/2"**2 of 3"**tunnel 2 1/2"**2 of 3"*

No. of bilge injections

1

sizes

4"

Connected to condenser, or to circulating pump

C.P.

Is a separate donkey suction fitted in Engine room & size

yes 4"

Are all the bilge suction pipes fitted with roses

yes

Are the roses in Engine room always accessible

yes

Are the sluices on Engine room bulkheads always accessible

*yes**yes**yes**yes**yes**yes*

Are all connections with the sea direct on the skin of the ship

yes

Are they Valves or Cocks

*both**both**both**both**both**both**both**both*

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

yes

Are the discharge pipes above or below the deep water line

*above**above**above**above**above**above**above**above*

Are they each fitted with a discharge valve always accessible on the plating of the vessel

yes

Are the blow off cocks fitted with a spigot and brass covering plate

*yes**yes**yes**yes**yes**yes**yes**yes*

What pipes are carried through the bunkers

none

How are they protected

*none**none**none**none**none**none**none**none*

Are all pipes, cocks, valves, and pumps in connection with the machinery and all boiler mountings accessible at all times

*yes**yes**yes**yes**yes**yes**yes**yes**yes**yes*

Are the bilge suction pipes, cocks, and valves arranged so as to prevent any communication between the sea and the bilges

*yes**yes**yes**yes**yes**yes**yes**yes**yes**yes*

When were stern tube, propeller, screw shaft, and all connections examined in dry dock

new

Is the screw shaft tunnel watertight

*yes**yes**yes**yes**yes**yes**yes**yes*

Is it fitted with a watertight door

yes

worked from

*top platform**top platform**top platform**top platform**top platform**top platform**top platform**top platform*

BOILERS, &c.—

(Letter for record

8)

Total Heating Surface of Boilers

4230 sq

Is forced draft fitted

no

No. and Description of Boilers

*2 Single ended Multi**Working Pressure**180*

Tested by hydraulic pressure to

*360 lbs**360 lbs**360 lbs**360 lbs**360 lbs**360 lbs*

Date of test

27.3.05

Can each boiler be worked separately

yes

Area of fire grate in each boiler

6 1/2

No. and Description of safety valves to

*4 of 3"**4 of 3"**4 of 3"**4 of 3"*

each boiler

2 Spring

Area of each valve

4 1/2"

Pressure to which they are adjusted

185 1/2

Are they fitted with easing gear

*yes**yes**yes**yes*

Smallest distance between boilers or uptakes and bunkers or woodwork

18"

Mean dia. of boilers

14-11"

Length

10-6

Material of shell plates

*S**S**S**S*

Thickness

1 1/2

Range of tensile strength

29 ton

Are they welded or flanged

no

Descrip. of riveting: cir. seams

*lap double long, seams**a butt 8 1/2**a butt 8 1/2**a butt 8 1/2*

Diameter of rivet holes in long. seams

1 7/8

Pitch of rivets

9 1/2

Lap of plates or width of butt straps

*17 3/4"**17 3/4"**17 3/4"**17 3/4"**17 3/4"**17 3/4"*

Per centages of strength of longitudinal joint

82

Working pressure of shell by rules

182

Size of manhole in shell

*ent 16 x 12"**ent 16 x 12"**ent 16 x 12"**ent 16 x 12"**ent 16 x 12"**ent 16 x 12"*

Size of compensating ring

flanged

No. and Description of Furnaces in each boiler

3 Bright

Material

S

Outside diameter

*4 1/2**4 1/2**4 1/2**4 1/2*

Length of plain part

top

Thickness of plates

9 1/16

Description of longitudinal joint

welded

DONKEY BOILER— No. 1 Description *Cycl. Multitubular*
Made at *Stockton* By whom made *J. Sadron & Co.* When made *1905* Where fixed *Main deck*
Working pressure *100* tested by hydraulic pressure to *200* No. of Certificate *3441* Fire grate area *24* Description of safety valves *2 spring*
No. of safety valves *2* Area of each *7.07* Pressure to which they are adjusted *103 1/2* If fitted with easing gear *yes* If steam from main boilers can enter the donkey boiler *no*
Dia. of donkey boiler *9 ft* Length *8' 6"* Material of shell plates *5* Thickness *1 1/2* Range of tensile strength *28 tons*
Descrip. of riveting long. seams *hot. rivd* Dia. of rivet holes *1 1/2* Whether punched or drilled *0* Pitch of rivets *3 1/8*
Lap of plating *6 1/2* Per centage of strength of joint Rivets *82-6* Thickness of shell *iron* plates *3/4* Radius of do. — No. of Stays to do. *4*
Dia. of stays *2 1/2* Diameter of furnace *2' 9"* Bottom *✓* Length of furnace *7' 3"* Thickness of furnace plates *2"* Description of joint *weld.* Thickness of furnace crown plates *1 1/2* Stayed by *screw stays* Working pressure of shell by rules *104 1/2*
Working pressure of furnace by rules *100* Diameter of uptake *3'* Thickness of uptake plates *7/8* Thickness of water tubes *5/16*

SPARE GEAR. State the articles supplied:— *1 set connecting rod bolts and nuts*
two main bearing bolts and nuts. 1 set of coupling
bolts and nuts. 1 set feed and bilge pump valves
propeller nuts bolts and assorted iron
The foregoing is a correct description,

FOR THE NORTH EASTERN MARINE ENGINEERING CO. LD. Manufacturer.

J. J. Harrison
Dates of Survey while building { During progress of work in shops — ASSIST. SECRETARY.
{ During erection on board vessel —
Total No. of visits *33*
1905. Jan. 16-20-25 Feb. 1-3-7-13-20-21-22-27 March 6-9-15-16-20-21-22-23-27
April 3-10-20 May 5-8-12-15-16-19 June 1-9-16
Is the approved plan of main boiler forwarded herewith *yes*
" " " donkey " " " *yes.*

General Remarks (State quality of workmanship, opinions as to class, &c. *Machinery and boilers*)
constructed under Special Survey. Materials and work
manship good. Engines and boilers examined under
Full working conditions and found satisfactory

In my opinion this vessel is now eligible
for the record in the Register Book of L.M.C 6/05

It is submitted that
this vessel is eligible for
THE RECORD L.M.C 6.05.

M.S.
30.6.05
R.L.
30.6.05

The amount of Entry Fee. £ *2* : : When applied for, *29/6/05*
Special £ *33* : *6* :
Donkey Boiler Fee £ : :
Travelling Expenses (if any) £ : :
When received, *8/7/05*

J. J. Lindley
Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute *TUES. 4 JUL 1905*
Assigned *+ L.M.C 6.05*