



**DONKEY BOILER**— No. Description

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 Pressure to which they are adjusted If fitted with easing gear If steam from main boilers can enter the donkey boiler

Dia. of donkey boiler Length 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 Per centage of strength of joint Rivets Thickness of shell crown plates Radius of do. No. of Stays to do.

Dia. of stays Diameters of furnace Top Bottom Length of furnace Thickness of furnace 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 uptake plates Thickness of water tubes

SPARE GEAR. State the articles supplied: *2 each of top & bottom end & main bearing bolts, one set coupling bolts, one set each of air circulating feed & bilge valves, main & auxiliary check valves, stop valves, bottom valves, condensers & trial tubes*

The foregoing is a correct description, Manufacturer. *James H. Ritchie*

For the GREAT CENTRAL OIL-STEAM ENGINEERING & SHIP REPAIRING COMPANY, LTD.

Dates of Survey of white building

During progress of work in shops - 1905. April 8. 11. 18. 25. May 2. 4. 12. 25. 29. June 7. 15. 20. July 3. 13. 20.

During erection on board vessel - July 28. Aug 13.

Total No. of visits 19.

Is the approved plan of main boiler forwarded herewith? *See below*

Is the approved plan of donkey boiler forwarded herewith? *See below*

General Remarks (State quality of workmanship, opinions as to class, &c) *Materials & workmanship good. These engines have been built under special survey, have been securely fastened on board and tried under steam and in my opinion are eligible for record of + R.M.C. 8.05 in red.*

Material of screw shaft *Steel*. 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 in the propeller boss? *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 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*

The approved plan of the boiler was forwarded with *Grimsby Report No. 3690.*

This case is similar to the *St. Clitus* Machinery Reports *Nos. 3690 & 4412*

It is submitted that this vessel is eligible for THE RECORD *H.M.C. 8.05*

*12.8.05* *12.8.05*

The amount of Entry Fee... £ 1 : 00

Special... £ 10 : 13 : 0

Donkey Boiler Fee... £ 11 : 13 : 0

Charged also for boiler Travelling Expenses (if any) £ 3 : 11 : 0

both £ 18 : 2 : 0

When applied for, 11/8/05

When received, 12/8/05

*James H. Ritchie*  
Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

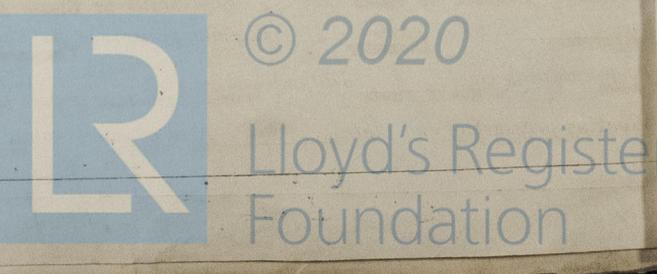
Committee's Minute

Assigned

TUES. 15 AUG 1905

+ L.M.C. 8.05

MACHINERY CERTIFICATE WRITTEN.



Grimsby

Certificate (if required) to be sent to the Registrar of Shipping (The Registrar is requested not to write on or below the space for Committee's Minute.)