

12157 gco

DONKEY BOILER— Description

Made at *Glazou Bunchom made* *Lairfield S & E Coy* When made *1893* Where fixed *Above after the*
Working pressure *165* Tested by hydraulic pressure *165* No. of Certificate *3093* Fire grate area *385* Description of safety valves *Direct*
No. of safety valves *Two* Area of each *7068* Pressure to which they are adjusted *165* If fitted with easing gear *Yes* If steel from main boilers can
enter the donkey boiler *No* Diameter of donkey boiler *10' 10"* Length *9' 8"* Material of shell plates *Steel* Thickness *3 1/2"*
Description of riveting long seams *Double strap* Diameter of rivet holes *1 1/2"* Whether punched or drilled *Drilled* Pitch of rivets *1 1/2"*
Lap of plating *10 straps* Per centage of strength of joint *90* Rivets *90* Thickness of *Double strap* plates *9/16* Radius of *do* No. of Stays to do *17*
Dia. of stays *3/8"* Diameter of furnace *3' 8"* Bottom *—* Length of furnace *6' 1 1/2"* Thickness of furnace plates *9/16"* Description of
join *Ornate* Thickness of *end* plates *1 1/2"* Stayed by *2 1/2" stays 16 1/2" x 16 1/2"* Working pressure of shell by rules *180 lbs*
Working pressure of furnace by rules *2 1/2 lbs* Diameter of *3 1/4"* Thickness of *1 1/2"* plates *1 1/2"* Thickness of *1 1/2"* tubes *1 1/2"*

SPARE GEAR. State the articles supplied:— *Air pump bucket with rod found &c, 8 bolts for*

eccentric straps, 4 coupling bolts, 4 bottom end bolts, 1 set of crank shaft coupling bolts, 1 set of halves for all the pumps, packing rings, main bearing & connecting rod
brasses and a considerable quantity of other gear to be carried on board.

The foregoing is a correct description,

THE FAIRFIELD SHIPBUILDING

AND ENGINEERING COY. LIMITED,

Manufacturer.

General Remarks (State quality of workmanship, opinions as to class, &c.) *Propeller, shaft & blades, 3 piece of crank*
shaft, 1 aft end bush complete & inner & outer 2
High pressure piston rods & valve rods, also valves &
Contg. 6 pair crank pin bracers.

escape valves & springs, all these heavy items are intended
to be kept on shore besides a large quantity of other gear
to facilitate repairs at any time.

The steel shafting was all forged & rough turned
by Messrs. Dickson, Sheffield, but finished and the
crank portions built & put together by The Lairfield
Coy. The connecting rods forged by the Parkhead
Scamptown Forge Coys. Very little cast steel has been
used except for pistons and weigh shaft levers
tests from which was made by the Society's Surveyor
at Hull

The Engines & Boilers of this vessel have been
built under survey. The workmanship & materials
are of good description and they are now in good
order and safe working condition & eligible in our
opinion to be noted in the Register Book *Lloyd's*
M. C. 4/93

Certificate (if required) to be sent to

The amount of Entry Fee.

Special

Donkey Boiler Fee

Travelling Expenses (if any) £

Committee's Minute

Assigned

THURS. 20 APR. 1893

James Morrison, John Sanderson
Engineer, Surveyor to Lloyd's Register of British & Foreign Shipping.
Clyde District



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Lloyd's Register
Foundation