

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. Diameter 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:

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building

2nd of July 1901 till the 1st of January 1905

Eight Nine

Is the approved plan of main boiler forwarded herewith

donkey

General Remarks (State quality of workmanship, opinions as to class, &c.)

For reference to this case please see the Rotterdam Surveyors Correspondence dated 2nd of June 1901 and Secretary's reply thereto, and Amsterdam Correspondence 4th of Sept 1st reply thereto of the 5th of Sept 1901. The second hand machinery originally fitted in a steam trawler named Rover has been placed on board the new Steel Screw Steamer Charles of which the first entry report is hereto affixed.

The engines were made by Mr G. T. Grey of South Shields in 1894 but not constructed under Special Survey of the Society's Surveyors and were reported to have been thoroughly overhauled by Messrs Richardsons Westgarth & Co of Sunderland. Upon opening out cylinders, pistons, valve faces, slide valves and rods for ditto were found in good condition and almost no wear or tear visible. Crankshaft lifted and found in a somewhat wasted condition, shaft on lathe and skimmed up, fairness ascertained found good. Shaft rebedded now good. Dimensions of shaft being under rule thickness working pressure reduced to 110 lbs. Pumps in good condition save the neckrings and glands of feed and bilge pumps which have to be renewed. Condenser tubes drawn and some of them partly renewed, Condenser tested under pressure & found tight. The whole of the link motion & eccentric straps to be readjusted. Thrust and propeller shafts

The amount of Entry Fee. £ 1 : 0 : 0 When applied for, (Owners) 6/4/03 London

Special Donkey Boiler Fee £ 8 : 0 : 0 When received, 2/5/03

Travelling Expenses (if any) £ 2 : 8 : 5

Committee's Minute

FRI. 27 MAR 1903

Assigned Lme 1.03 + UB 7.97 filled 1.03

Machinery Certificate
WRITTEN.

Form 9a.

Port of Amsterdam Continuation of Report No. 26456 dated 15th of Feb 1903 on the

machinery Steel Screw Steamer Charles, in a more or less deteriorated condition, failed on the lathe and owing to the thickness (diam) being under rule requirements, working pressure reduced to 110 lbs pressure, recommended however notwithstanding the diameter being in conformity with the rules for the above mentioned working pressure, to renew the thrust and screwshaft which will be done in London. Propeller a good fit to shaft. General pipe arrangement good, main, auxiliary steam and feed pipes tested to double the working pressure found good. Bilge suction and runs good. All seaconnections newly made and fitted according to rules, in good working condition. Main boiler.

Made by Messrs. Stritham & Co at South Shields under Special Survey of the Society's Surveyors for a working pressure of 130 lb. per sq. inch. was found after have been carefully cleaned and all tubes removed in a thorough good condition and almost no wear or tear whatever. Boiler tested to 220 lbs found tight, meeting. The working pressure has only be reduced to 110 lbs on account of the shorting.

All boiler mountings have been renewed, safety valves ditto, the latter adjusted to 115 lbs pressure were found to be not in good working condition and have to be re-examined in London.

I am of opinion that this vessel's machinery is eligible to be recorded in the Register Book provided the thrust and screwshafts be renewed, the link motion from H & I.P. engine with eccentric straps to be readjusted, neckrings of feed and bilge pumps to be renewed and glands of ditto to be rebushed. Safety valves of main boiler to be readjusted under steam.

when the thrust & screw shafts have been repaired the H & I.P. engine with eccentric straps has been adjusted, neck rings of bilge & feed pump have been renewed & glands rebushed and the safety valves readjusted under steam. Advise London Surveyors

It is submitted that
this vessel is eligible for
THE RECORD. L.M.C. 103

† NB 7.97. fitted 1.03. pressure 110 lbs

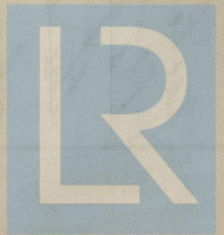
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Bale

25.3.03

L.L.

25.3.03



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Foundation