

REPORT ON MACHINERY.

Port of

BARRY.

Received at London Office

18

Date, first Survey

10th March 1911

Last Survey

7th November 1897

(Number of Visits 24)

No. in Survey held at

g. Book.

on of say

n boilers

aster

ines made at

ilers made at

es

gistered Horse Power

m. Horse Power as per Section 28

Mary
Mon. Screw Steamer

Olive

By whom built

Mary Graving Dock & Ship Co. (Ld)

Tons

Gross 114.20

Net .08

When built 1891-2

when made 1891-2

when made 1891

Port belonging to Mary, Port of Cardiff

GINES, &c.—

Description of Engines

Double-acting Compound Direct-acting Surface Condensing

No. of Cylinders two

Diameter of Cylinders

6" x 32"

Length of Stroke

18"

Revolutions per minute

220

Diameter of Screw shaft

as per rule 5.46

Diameter of Tunnel shaft

as fitted 5.5

Diameter of Crank shaft journals

5.75

Diameter of Crank pin

5.75

Size of Crank webs

7 1/2 x 4 1/8

Diameter of screw

5.6 - 9

Pitch of screw

10 - 6

No. of blades

2

State whether moveable

No

Total surface

12.75 sq ft.

No. of Feed pumps

One

Diameter of ditto

2 1/4

Stroke

9"

Can one be overhauled while the other is at work

Yes

No. of Bilge pumps

One

Diameter of ditto

2 1/4

Stroke

9"

Can one be overhauled while the other is at work

Yes

No. of Donkey Engines

One

Sizes of Pumps

6 x 6 x 3 1/4

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

Engine Room

3 in 1/2 from Sea, Bilge + Hotwell 2 1/2

In Hold, &c.

Manual pumps only + Freshwater Sluice

Engine Room Space

No. of bilge injections

sizes

Connected to condenser, or to circulating pump

Is a separate donkey suction fitted in Engine room & size

Yes - 2 1/2"

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

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

Yes

Are they Valves or Cocks

Valves and Cocks -

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

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

How are they protected

Yes -

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

Yes

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

Yes -

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

3. Nov. 1902

Is the screw shaft tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from

BOILERS, &c.—

(Letter for record)

Total Heating Surface of Boilers

No. and Description of Boilers

Working Pressure

Tested by hydraulic pressure to

Date of test

Can each boiler be worked separately

Area of fire grate in each boiler

No. and Description of safety valves to

Each boiler

Area of each valve

Pressure to which they are adjusted

Are they fitted

With easing gear

Smallest distance between boilers or uptakes and bunkers or woodwork

Mean diameter of boilers

long. seams

Length

Material of shell plates

Thickness

Description of riveting: circum. seams

Lap of plates or width of butt straps

Diameter of rivet holes in long. seams

Pitch of rivets

Working pressure of shell by rules

Size of manhole in shell

Per centages of strength of longitudinal joint

Material

Outside diameter

No. and Description of Furnaces in each boiler

Material

Outside diameter

No. of strengthening rings

Length of plain part

Thickness of plates

Working pressure of furnace by the rules

Combustion chamber plates: Material

Thickness: Sides

Back

Top

Bottom

Working pressure by rules

End plates in steam space:

Material of stays

Pitch of stays to ditto: Sides

Back

Top

Bottom

Working pressure by rules

Material of Front plates at bottom

Working pressure of plate by rules

Thickness

Material of Lower back plate

Diameter of tubes

Pitch of tubes

Material of tube plates

Thickness: Front

Back

Mean pitch of stays

Girders to Chamber tops: Material

Depth and

Pitch across wide water spaces

Thickness of girder at centre

Length as per rule

Distance apart

Number and pitch of Stays in each

Can the superheater be shut off and the boiler worked

Working pressure by rules

Superheater or Steam chest; how connected to boiler

Description of longitudinal joint

Diam. of rivet

Separately

Diameter

Length

Thickness of shell plates

Material

Description of longitudinal joint

Diam. of rivet

Thickness

Holes

If stiffened with rings

Distance between rings

Working pressure by rules

End plates: Thickness

How stayed

Working pressure of end plates

Area of safety valves to superheater

Are they fitted with easing gear

Shipping.

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DONKEY BOILER— 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 casing gear _____ If steam from main boilers can enter the donkey boiler _____
 Description of riveting long. seams _____ Diameter of donkey boiler _____ Length _____ Material of shell plates _____ Thickness _____
 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:

for each engine - Two Connecting rod top and bottom end bolts. Two Main bearing bolts, One Set of Coupling bolts, One Set of feed and large pump valves, Quantity of assorted bolts and nuts also iron of various sizes - For Boyz from Dock & Engineering Co (limited)

The foregoing is a correct description,

Manufacturer.

John Gordon Manager

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

The Machinery of this vessel has been constructed under Special Survey. The Materials and workmanship are good and efficient. The Engines and Boilers have been tried under Steam and in my opinion are in good and safe working condition and eligible for the distinguishing mark. **L.M.C.** in the Register book of the Society.

It is submitted that this vessel WILL BE eligible for the record. + L.M.C. 11-92

When a bilge injection or a bilge suction to the circulating pumps has been fitted

M.A.

14-11-92

Certificate (if required) to be sent to

The amount of Entry Fee.. £ 1 : 0 :
 Special £ 8 : 0 :
 Donkey Boiler Fee £
 Travelling Expenses (if any) £
 When applied for, 14th Decr. 1892
 When received, 15th Decr. 1892

John B. Taylor.
 Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

TUES. 15 NOV 1892

TUES. 13 DEC 1892

Assigned

Deferred

+ L.M.C. 11, 92

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