

REPORT ON MACHINERY.

Port of Falmouth

THUR 5 NOV 1896

Received at London Office 18

No. in Survey held at Falmouth

Date, first Survey 21<sup>st</sup> Dec 1894 Last Survey 26<sup>th</sup> October 1896

(Number of Visits 40)

67 on the S.S. "Anta" James Poot. Skinner & Williams S.S. No 46

Tons { Gross 138  
Net 49

Master H. Trevena Built at Falmouth By whom built Poot. Skinner & Williams

When built 1894-5  
1895-5

Engines made at Gloucester By whom made W. Lison & Co

when made 1894-5

Boilers made at Falmouth By whom made Poot. Skinner & Williams

when made 1895

Registered Horse Power 50 Owners James Poot. Skinner & Williams Port belonging to Falmouth

om. Horse Power as per Section 28

GINES, &c.— Description of Engines

Diameter of Cylinders	Length of Stroke	Revolutions per minute	Diameter of Screw shaft	No. of Cylinders	
as per rule			as per rule		
as fitted			as fitted		
Diameter of Tunnel shaft	Diameter of Crank shaft journals	Diameter of Crank pin	Size of Crank webs		
Diameter of screw	Pitch of screw	No. of blades	State whether moveable	Total surface	
No. of Feed pumps	Diameter of ditto	Stroke	Can one be overhauled while the other is at work		
No. of Bilge pumps	Diameter of ditto	Stroke	Can one be overhauled while the other is at work		
No. of Donkey Engines	Sizes of Pumps	No. and size of Sections connected to both Bilge and Donkey pumps			
Engine Room	Two, 3" to valve box, from S.P. to main P. and donkey	In Holds, &c. Two, 3" to forward Hold, one, 2 1/2" to Bilge			
under after cabin					
No. of bilge injections	one sizes 3"	Connected to condenser, or to circulating pump	Pump Is a separate donkey suction fitted in Engine room & size 1 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 & 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		
That pipes are carried through the bunkers	Yes, Two Bilge suction to main Hold, and suction pipe to S.P. Tank	How are they protected	on the top by the fore and after side		
Are all pipes, cocks, valves, and pumps in connection with the machinery and all boiler mountings accessible at all times	yes		things in work casing in front,		
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	17/9/96	Is the screw shaft tunnel watertight	none fitted		
it fitted with a watertight door	✓	worked from	✓		

MLERS, &c.— (Letter for record ) Total Heating Surface of Boilers

No. and Description of Boilers	One, Water Tube Type, not approved	Working Pressure	Tested by hydraulic pressure to			
ate of test	Can each boiler be worked separately	Area of fire grate in each boiler	No. and Description of safety valves to			
ch boiler	Area of each valve	Pressure to which they are adjusted	Are they fitted			
th easing gear	Smallest distance between boilers or uptakes and bunkers or woodwork	Mean diameter of boilers				
length	Material of shell plates	Thickness	Description of riveting: circum. seams long. seams			
diameter of rivet holes in long. seams	Pitch of rivets	Lap of plates or width of butt straps				
er centages of strength of longitudinal joint	rivets plate	Working pressure of shell by rules	Size of manhole in shell			
ize of compensating ring	No. and Description of Furnaces in each boiler	Material	Outside diameter			
length of plain part	top bottom Thickness of plates	crown bottom Description of longitudinal joint	No. of strengthening rings			
Working pressure of furnace by the rules	Combustion chamber plates: Material	Thickness: Sides	Back Top Bottom			
itch of stays to ditto: Sides	Back Top	If stays are fitted with nuts or riveted heads	Working pressure by rules			
aterial of stays	Diameter at smallest part	Area supported by each stay	Working pressure by rules	End plates in steam space:		
aterial	Thickness	Pitch of stays	How are stays secured	Working pressure by rules	Material of stays	
diameter at smallest part	Area supported by each stay	Working pressure by rules	Material of Front plates at bottom			
thickness	Material of Lower back plate	Thickness	Greatest pitch of stays	Working pressure of plate by rules		
diameter of tubes	Pitch of tubes	Material of tube plates	Thickness: Front	Back	Mean pitch of stays	
itch across wide water spaces	Working pressures by rules	Girders to Chamber tops: Material	Depth and			
ickness of girder at centre	Length as per rule	Distance apart	Number and pitch of Stays in each			
Working pressure by rules	Superheater or Steam chest; how connected to boiler	Can the superheater be shut off and the boiler worked				
eparately	Diameter	Length	Thickness of shell plates	Material	Description of longitudinal joint	Diam. of rivet
les	Pitch of rivets	Working pressure of shell by rules	Diameter of flue	Material of flue plates	Thickness	
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				



## 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 easing gear \_\_\_\_\_ If steam from main boilers \_\_\_\_\_

enter the donkey boiler \_\_\_\_\_ Diameter of donkey boiler \_\_\_\_\_ Length \_\_\_\_\_ Material of shell plates \_\_\_\_\_ Thickness \_\_\_\_\_

Description of riveting long. seams \_\_\_\_\_ Diameter 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 \_\_\_\_\_

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:— Two Connecting Rod Top, and two bottom end Bolts and Nuts, Two Main Bearing Studs & Nuts, One set of Bilge Pump valves, One Fed Pump Valve & two Springs, One set of Packing rings for each side of Piston of main Engines, One set of Packing rings for Pistons of Auxiliary & Donkey Engine, One Air Pump Bucket, Guard & Rod complete, One Circulating Pump Rod & complete, Fed Pump Ram and Rod, Donkey Pump Ram, and Rod complete, Side Metal Air Pump Valve, and S.E. R. Valve for a Side Circulating Pump valve, Four Propeller Blades & Four Bolts for a quantity of assorted bolts & Nuts, Iron of various sizes

The foregoing is a correct description, and Rod complete, Fed Pump Ram and Rod, Donkey Pump Ram, and Rod complete, Side Metal Air Pump Valve, and S.E. R. Valve for a Side Circulating Pump valve, Four Propeller Blades & Four Bolts for a quantity of assorted bolts & Nuts, Iron of various sizes

W. S. Iron & Co. Manufacturer.

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

The main and Auxiliary Engines were constructed under special Survey at Gloucester and forwarded to Falmouth to be placed and fitted on board the Vessel see Gloucester Report No 5845. Attached,

The Fed and Steam Pipes are made of Solid drawn Copper and were tested in my presence by Hydraulic pressure to 400 lbs per inch and showed no signs of weakness or bad workmanship. At the Trial the Engines worked well and efficiently with no signs of heated Bearings.

The Boiler is of the Water Tube Type of novel construction a plan of the same was forwarded to the Committee but they did not approve of it, see Secretaries Letter of the 11<sup>th</sup> of April and the 14<sup>th</sup> March 1895.

An Electric Light Installation, and a motor for driving a 6" Centrifugal Pump were fitted on board, but have been taken out of the Vessel a few days ago by makers.

I beg to Recommend for the Committee's Approval that the notation "Water Tube Boiler, Experimental" be inserted against the vessel's name in the Register Book and that Engine 1, be withheld.

Certificate (if required) to be sent to

The amount of Entry Fee. . . £ : : When applied for, . . .

Special *see above* £ 3:16 : : 20/5/97 21/10/97

Donkey Boiler Fee . . . £ : : When received, . . .

Travelling Expenses (if any) £ : : . . .

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

Committee's Minute

Assigned

Water Tube Boiler - Appl

TUES 10 NOV 1896



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