

REPORT ON MACHINERY.

Port of *Falmouth*

Received at London Office *MON. 9 APR 1900*

No. *7*

Survey held at *Penzance* Date, first Survey *26th March* Last Survey *4th April 1900*
 on the *Iron Screw Steamer "Lord Penruddock"* (Number of Visits *2*)
 Range of *H. J. Cook* Built at *not known* By whom built *The owner cannot give any information with regard to this*
 made at *London* By whom made *Lawford & Co* when made *1884*
 made at *no boiler on board* By whom made *The boiler was taken out of the vessel before she was purchased,* when made *✓*
 red Horse Power *not known* Owners *Bain, Sons & Co* Port belonging to *Penzance*
 Horse Power as per Section 28

ENGINES, &c.— Description of Engines *Inverted Compound Surface Condensing* No. of Cylinders *Two*
 No. of Cylinders *22", 40"* Length of Stroke *24"* Revolutions per minute *✓* Diameter of Screw shaft *as per rule 4 3/4"*
 Diameter of Crank shaft journals *6 3/4"* Diameter of Crank pin *6 3/4"* Size of Crank webs *5 1/2" x 8 3/4"*
 No. of blades *3* State whether moveable *yes* Total surface
 Feed pumps *Two* Diameter of ditto *3"* Stroke *1 3/2"* Can one be overhauled while the other is at work *yes*
 Bilge pumps *Two* Diameter of ditto *3"* Stroke *1 3/2"* Can one be overhauled while the other is at work *yes*
 Donkey Engines *Two* Sizes of Pumps *Main feed donkey 7 1/2 stroke, 3 1/4 Ram, Ballast and Bilge donkey 8" stroke 6 Ram,*
 Engine Room *Three, 2 1/2 diam, one in B. I. fitted at after in Holds, &c. none fitted in the Holds,*
 Bilge injections *One* sizes *6 7/8"* Connected to condenser, or to circulating pump *Pump* Is a separate donkey suction fitted in Engine room & size *yes, 2 1/2",*
 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 *the forward yes, the after one will have to be altered, valves and cocks*
 connections with the sea direct on the skin of the ship *yes* Are they Valves or Cocks *altered, valves and cocks*
 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*
 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*
 pipes are carried through the bunkers *None,* How are they protected *✓*
 pipes, cocks, valves, and pumps in connection with the machinery *and all boiler mountings accessible at all times* *yes*
 the bilge suction pipes, cocks, and valves arranged so as to prevent any communication between the sea and the bilges *yes*
 were stern tube, propeller, screw shaft, and all connections examined in dry dock *not known* Is the screw shaft tunnel watertight *yes*
 fitted with a watertight door *yes* worked from *The Top Engine Room Platform,*

BOILERS, &c.— (Letter for record) Total Heating Surface of Boilers
 Description of Boilers Working Pressure Tested by hydraulic pressure to
 of test Can each boiler be worked separately Area of fire grate in each boiler No. and Description of safety valves to
 boiler Area of each valve Pressure to which they are adjusted Are they fitted
 easing gear Smallest distance between boilers or uptakes and bunkers or woodwork Mean diameter of boilers
 Material of shell plates Thickness Description of riveting: circum. seams long. seams
 No. of rivet holes in long. seams Pitch of rivets Lap of plates or width of butt straps
 ntages of strength of longitudinal joint Working pressure of shell by rules Size of manhole in shell
 f compensating ring No. and Description of Furnaces in each boiler Material Outside diameter
 h of plain part Thickness of plates Description of longitudinal joint No. of strengthening rings
 ing pressure of furnace by the rules Combustion chamber plates: Material Thickness: Sides Back Top Bottom
 of stays to ditto: Sides Back Top If stays are fitted with nuts or riveted heads Working pressure by rules
 rial of stays Diameter at smallest part Area supported by each stay Working pressure by rules End plates in steam space:
 rial Thickness Pitch of stays How are stays secured Working pressure by rules Material of stays
 eter at smallest part Area supported by each stay Working pressure by rules Material of Front plates at bottom
 ness Material of Lower back plate Thickness Greatest pitch of stays Working pressure of plate by rules
 eter of tubes Pitch of tubes Material of tube plates Thickness: Front Back Mean pitch of stays
 across wide water spaces Working pressures by rules Girders to Chamber tops: Material Depth and
 ness of girder at centre Length as per rule Distance apart Number and pitch of Stays in each
 ing pressure by rules Superheater or Steam chest; how connected to boiler Can the superheater be shut off and the boiler worked
 ately Diameter Length Thickness of shell plates Material Description of longitudinal joint Diam. of rivet
 shipped Pitch of rivets Working pressure of shell by rules Diameter of flue Material of flue plates Thickness
 fened with rings Distance between rings Working pressure by rules End plates: Thickness How stayed
 ing pressure of end plates Area of safety valves to superheater Are they fitted with easing gear

DONKEY BOILER— Description *None fitted,*
 Made at _____ By whom made _____
 Working pressure _____ tested by hydraulic pressure to _____ No. of Certificate _____
 No. of safety valves _____ Area of each _____ Pressure to which they are adjusted _____
 enter the donkey boiler _____ Diameter of donkey boiler _____ Length _____
 Description of riveting long. seams _____ Diameter of rivets _____
 Lap of plating _____ Per centage of strength of joint _____ Rivets _____ Thickness of she _____
 Dia. of stays, _____ Diameter of furnace Top _____ Bottom _____ Length _____
 joint _____ Thickness of furnace crown plates _____ Stayed by _____
 Working pressure of furnace by rules _____ Diameter of uptake _____ Thickness _____

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.

General Remarks (State quality of workmanship, opinions as to class, &c. *Held a Survey on the Machinery of this vessel as requested by the Secretary's letter of the 3rd April 1900. The Engines as far as could be seen without being opened out are in a good and efficient condition. The Owner had given orders for the Engines to be opened out for examination but was disappointed in consequence of the party who had to do this work not being able to come until the day after the Survey. The Owners when about to buy this vessel found the Boiler required an extensive Repair, and refused to purchase it, so the War Department took it. The Board told me they are arranging to purchase a new Boiler that has been constructed under the Society's Rules, for a working pressure of 80 lbs. The reason for getting a Boiler for this pressure is in case they wish to reduce the H. Cylinder from 22" to 20". I am of opinion that when the Machinery of this vessel has been opened out and examined, and a new Boiler fitted it will be eligible to Class in the Register Book.*

It is submitted that— this case deferred pending a further report

Found
9.4.00

A.S.
9.4.00

Certificate (if required) to be sent to

The amount of Entry Fee..	£	:	:	When applied for,
Special	£	:	:18.....
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any) £	:	:	:18.....

P. H. Cooper
 Engineer Surveyor to Lloyd's Register of British & Foreign Shipping

Committee's Minute **TUES. 30 OCT 1900**

Assigned



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 Foundation