

REPORT ON MACHINERY.

9855

TUES 27 MAY 1890

No. 9855 Port of Glasgow Received at London Office 18
 No. in Survey held at Glasgow Date, first Survey May 17th Last Survey May 17th 1890
 Reg. Book. 230 on the S S Whitehall (Number of Visits One)
 Master _____ Built at Leith By whom built Ramage & Ferguson Tons { Gross 600
 Engines made at Hartlepool By whom made J Richardson & Sons when made 1880
 Boilers made at Hartlepool By whom made J Richardson & Sons when made 1880
Donkey Boilers renewed at Leith " " " Riley Bros. " " 1890
 Registered Horse Power 957 Owners W. E. M. Jamlinson Port belonging to London

ENGINES, &c.—

Description of Engines _____ No. of Cylinders _____
 Diam. of Cylinders _____ Length of Stroke _____ Rev. per minute _____ Point of Cut off, High Pressure _____ Low Pressure _____
 Diameter of Screw shaft _____ Diam. of Tunnel shaft _____ Diam. of Crank shaft journals _____ Diam. 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 _____

Where do they pump from _____
 No. of Donkey Engines _____ Size of Pumps _____ Where do they pump from _____

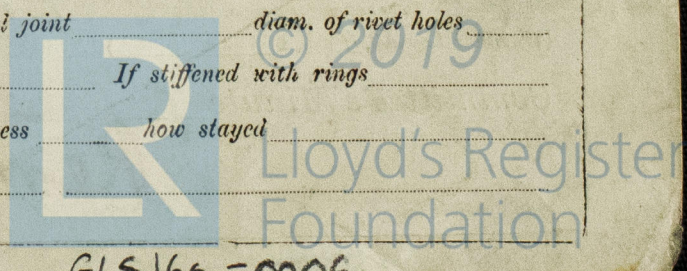
Are all the bilge suction pipes fitted with roses _____ Are the roses always accessible _____ Are the sluices on Engine room bulkheads always accessible _____
 No. of bilge injections _____ and sizes _____ Are they connected to condenser, or to circulating pump _____
 How are the pumps worked _____
 Are all connections with the sea direct on the skin of the ship _____ Are they Valves or Cocks _____
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates _____ Are the discharge pipes above or below the deep water line _____
 Are they each fitted with a discharge valve always accessible on the plating of the vessel _____ Are the blow off cocks fitted with a spigot and brass covering plate _____
 What pipes are carried through the bunkers _____ How are they protected _____
 Are all pipes, cocks, valves, and pumps in connection with the machinery accessible at all times _____
 Are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilges _____
 When were stern tube, propeller, screw shaft, and all connections examined in dry dock _____
 Is the screw shaft tunnel watertight _____ and fitted with a sluice door _____ worked from _____

BOILERS, &c.—

No. of Boilers _____ Description _____ Material _____ Letter (for record) _____
 Working Pressure _____ Tested by hydraulic pressure to _____ Date of test _____
 Description of superheating apparatus or steam chest _____
 Can each boiler be worked separately _____ Can the superheater be shut off and the boiler worked separately _____
 No. of square feet of fire grate surface in each boiler _____ Description of safety valves _____ No. to each boiler _____
 Area of each valve _____ Are they fitted with easing gear _____ No. of safety valves to superheater _____ area of each valve _____
 Are they fitted with easing gear _____ Smallest distance between boilers and bunkers or woodwork _____ Diameter of boilers _____
 Length of boilers _____ description of riveting of shell long. seams _____ circum. seams _____ Thickness of shell plates _____
 Diameter of rivet holes _____ whether punched or drilled _____ pitch of rivets _____ Lap of plating _____
 Per centage of strength of longitudinal joint _____ working pressure of shell by rules _____ size of manholes in shell _____
 Size of compensating rings _____ No. of Furnaces in each boiler _____ Description of Furnaces _____
 Outside diameter _____ length _____ thickness of plates _____ description of joint _____ if rings are fitted _____
 Greatest length between rings _____ working pressure of furnace by the rules _____ combustion chamber plating, thickness, sides _____ back _____ top _____
 Pitch of stays to ditto, sides _____ back _____ top _____ If stays are fitted with nuts or riveted heads _____ working pressure of plating by rules _____ Diameter of stays at smallest part _____ working pressure of ditto by rules _____ end plates in steam space, thickness _____
 Pitch of stays to ditto _____ how stays are secured _____ working pressure by rules _____ diameter of stays at smallest part _____ working pressure by rules _____ Front plates at bottom, thickness _____ Back plates, thickness _____
 Greatest pitch of stays _____ working pressure by rules _____ Diameter of tubes _____ pitch of tubes _____ thickness of tube plates, front _____ back _____ how stayed _____ pitch of stays _____ width of water spaces _____
 Diameter of Superheater or Steam chest _____ length _____ thickness of plates _____ description of longitudinal joint _____ diam. of rivet holes _____
 Pitch of rivets _____ working pressure of shell by rules _____ diameter of flue _____ thickness of plates _____ If stiffened with rings _____
 Distance between rings _____ working pressure by rules _____ end plates of superheater, or steam chest; thickness _____ how stayed _____
 Superheater or steam chest; how connected to boiler _____

(State if Report is also sent on the Hull of the Ship)

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GLS 166-0006

9855 gls

DONKEY BOILER— Description *Meredith's Patent*
Made at *Stockton* by whom made *Riley Bros* when made *8-5-90* where fixed *Stockholm*
Working pressure *80 lb.* tested by hydraulic pressure to *160 lb.* No. of Certificate *1036* fire grate area *—* description of safety
valves *Direct Spring* No. of safety valves *Two* area of each *—* if fitted with easing gear *gl* if steam from main boilers can
enter the donkey boiler *No* diameter of donkey boiler *5' 0"* length *9' 6"* description of riveting *Long Lap Double*
Thickness of shell plates *3/8"* diameter of rivet holes *13/16"* whether punched or drilled *punched* pitch of rivets *2 3/4"* lap of plating *4 1/2"*
per centage of strength of joint *70* thickness of crown plates *3/8"* stayed by *Four Gunet Stays*
Diameter of furnace, top *3' 5 1/4"* bottom *4' 5 1/4"* length of furnace *2' 3"* thickness of plates *1/2"* description of joint *Lap single*
Thickness of furnace crown plates *1/2"* stayed by *Hemispherical* working pressure of shell by rules *87 lb.*
Working pressure of furnace by rules *84 lb.* diameter of uptake *—* thickness of plates *—* thickness of water tubes *—*

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.

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

The above particulars have been received from one of the Society's Surveyors at Stockton.

(Signed) W. R. Austin.

The old D. Boiler has been removed from this vessel, as it was rather small for the work required.

The new boiler has been fitted on board, steam raised, found tight and satisfactory, and safety valves adjusted to safe working pressure.

The machinery of this vessel as far as seen is in good and efficient working condition and eligible in my opinion to remain as classed in Register Book, without fresh record.

It is submitted that this Vessel is eligible to remain as classed

W.R.

29-5-90

The amount of Entry Fee .. £ : : received by me,

Special .. £ : :

Donkey Boiler Fee .. £ : :

Certificate (if required) .. £ : : 18

To be sent as per margin.

(Travelling Expenses, if any, £)

Committee's Minute

FRI 30 MAY 1890

TUES 3 JUNE 1890

TUES 10 JUNE 1890

Remain as classed

A. Stewart

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

Glasgow

Lloyd's Register
Foundation