

REPORT ON MACHINERY.

Port of Glasgow

MON. 12 SEP 1892

No. in Survey held at Reg. Book.

Date, first Survey 18th March

Last Survey 6th Sept^r 1892

(Number of Visits 24)

on the

Tons { Gross 168 Net 62

Master

Built at

By whom built

When built

Engines made at

By whom made

when made

Boilers made at

By whom made

when made

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Section 28

ENGINES, &c.—

Description of Engines

No. of Cylinders

Diameter of Cylinders

Length of Stroke

Revolutions per minute

Diameter of Screw shaft

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 Suctions connected to both Bilge and Donkey pumps

In Engine Room

In Holds, &c.

No. of bilge injections

Connected to condenser, or to circulating pump

Is a separate donkey suction fitted in Engine room & size

Are all the bilge suction pipes fitted with roses

Are the roses in Engine room always accessible

Are the sluices on Engine room bulkheads always accessible

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 and all boiler mountings accessible at all times

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

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

Is it fitted with a watertight door

worked from

BOILERS, &c.—

(Letter for record)

Total Heating Surface of Boilers

No. and Description of Boilers

Working Pressure

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

with easing gear

Smallest distance between boilers or uptakes and bunkers

Mean diameter of boilers

Length

Material of shell plates

Thickness

Description of riveting: circum. seams

Lap. single Riv. Lap. Quad. Riv.

Diameter of rivet holes in long. seams

Pitch of rivets

Lap of plates or width of butt straps

Per centages of strength of longitudinal joint

plate

Working pressure of shell by rules

Size of manhole in shell

Size of compensating ring

No. and Description of Furnaces in each boiler

Material

Outside diameter

Length of plain part

Thickness of plates

Description of longitudinal joint

No. of strengthening rings

Material

Thickness: Sides

Back

Top

Bottom

Pitch of stays to ditto: Sides

Back

Top

If stays are fitted with nuts or riveted heads

Working pressure by rules

Material of stays

Diameter at smallest part

Area supported by each stay

Working pressure by rules

End plates in steam space:

Material

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

Pitch across wide water spaces

Working pressures by rules

Girders to Chamber tops: Material

Iron

Depth and thickness 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 separately

Diameter

Length

Thickness of shell plates

Material

Description of longitudinal joint

Diam. of rivet holes

Pitch of rivets

Working pressure of shell by rules

Diameter of flue

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

Working pressure of end plates

Area of safety valves to superheater

Are they fitted with easing gear

Working pressure of end plates

11750 gcs

DONKEY BOILER— Description *None.*

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 _____
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 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:— *Two Connecting-rod top bottom end bolts & nuts. Two main bearing bolts, set clamping bolts, set feed & bilge pump valves, Iron assorted, ect.*

The foregoing is a correct description,

Manufacturer. *Ross & Buncace*

General Remarks (State quality of workmanship, opinions as to class, &c.) *These engines and the boilers have been constructed under Special Survey. The workmanship and materials are of good description. They have been satisfactorily fitted on board, and tested under steam, and in my opinion, they are eligible to have record + L.M.C. 9-92 in the Register Book.*

It is submitted that this vessel is eligible for L.M.C. 9-92
12-9-92

Certificate (if required) to be sent to

The amount of Entry Fee. . . £ 1 : 0 : 0
Special £ 8 : 0 : 0
Donkey Boiler Fee £ " : " : "
Travelling Expenses (if any) £ " : " : "

WRITTEN
When applied for, *14/9/92*
When received, *9/9/92*

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

Committee's Minute

TUES. 13 SEP 1892

Assigned

+ L.M.C. 9.92

