

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S ~~CERTIFICATE~~ Report

ENGINES.

Description *Compound, Inverted, Direct Acting*
 Made by *R. Napier & Sons*
 In the year *1871*
 Present condition *Good*
 Diameter of cylinders *39½" & 68"*
 Length of stroke *42"*
 No. of revolutions per minute *n*
 Point of cut off *n*
 Paddle, or Screw *Screw*
 Nominal Horse Power *240*
 Diameter of screw, or of paddle wheel *n*
 Pitch of screw *n*
 No. of blades, *4* total surface *n*
 No. of bilge pumps *2* and size *n*
 Do they pump from each compartment *Yes*
 Is there provision made for pumping }
 from the wings of the stoke hole } *No*

Are all the bilge suction pipes fitted with roses *Yes*
 What vacuum and steam gauges are }
 there attached to the engines } *n*
 and boilers..... }
 No. of feed pumps *2* and sizes
 Description and size of } *Double Acting*
 Donkey Engine... }
 Will it feed the boilers, pump } *Yes*
 from the bilges, and pump }
 on deck }
 Can it be driven by steam } *Yes*
 from a separate boiler }
 No. of bilge injections *1* and sizes
 Are they fitted with non return valves *Yes*
 Is there a hand pump in the engine room *Yes*
 Can it be worked by the main engines *Yes*
 Is there a deck hose of sufficient length } *n*
 to reach to any part of the vessel }

CONNECTIONS ON HULL.

Are all connections with the sea } *Yes*
 direct on the skin of the ship }
 Are they Kingston valves or common cocks *Cocks & Stand pipes*
 Are they fixed sufficiently high on } *No*
 the ship's side to be seen }
 without lifting the stokehole }
 plates }
 Are the discharge pipes above or } *Below*
 below the deep water line }
 Are they each fitted with a discharge } *Yes*
 valve on the plating of the vessel }

Are any pipes carried through the bunkers *No*
 If so state how protected *n*
 When was the stern tube, } *1875*
 propellor, screw shaft, }
 and all connections }
 examined in dry dock }
 How are the pipes, cocks, and valves } *Efficient Arrangement*
 arranged so as to prevent }
 an unintentional connection }
 between the sea and the bilge }
 Have the bilge suction non- } *No*
 return valves fitted or not }

BOILERS.

Number *2*
 Description *Round - Tubular*
 Made by *R. Napier & Sons*
 In the year *1871*
 Present condition *Good*
 When last extensively repaired *1875*
 Working pressure *60 lbs*
 When tested by Hydraulic pressure *1875*
 To what pressure tested *100*
 Any super-heating apparatus *Yes*
 Describe it *Vertical*
 Can each boiler be worked separately *Yes*
 Is each boiler fitted with a separate steam gauge *Yes*

Can the super-heater be shut off and } *Yes*
 the boilers worked separately }
 No. of safety valves on each boiler *2*
 Description and area of each safety valve *Adams Spring Valve - 1½" x 2"*
 No. of square feet of fire-grate } *n*
 surface in each boiler }
 Is there a separate blow off and } *n*
 brine cock on each boiler, }
 independent of those }
 on the vessel's skin }
 Is the screw shaft tunnel water } *Yes*
 tight and fitted with a }
 sluice door on bulkhead }
 Are all pipes, cocks, and roses in con- } *Yes*
 nection with these boilers acces- }
 sible to the engineer at all times }

Manufacturer.

I hereby certify that the whole of the above Machinery and Boilers of the Iron (~~or Wood~~) Screw (~~or Paddle~~)
 Steam Vessel *Gally of Lorne* owned by *Shaw, Martin and Co*
 of the Port of *London* of *2147* Tons Register, and *240* Nominal Horse Power,
 have been carefully inspected and examined by *me* at *London* and found to be
 at this date, viz., *10th April 1875* in good order and safe working condition.

William Parker
 Engineer Surveyor to Lloyd's Register of Shipping.