

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S CERTIFICATE.

ENGINES.

Description *Common Inverted Surface Condensing,*
 Made by *Messrs Palmers & Co.,*
 In the year *1870,*
 Present condition *good,*
 Diameter of cylinder *43,*
 Length of stroke *33,*
 No. of revolutions per minute *About 65,*
 Point of cut off
 Paddle, or Screw *Screw,*
 Nominal Horse Power *120,*
 Diameter of screw, or of paddle wheel *13' 0"*
 Pitch of screw *15' 0"*
 No. of blades, *4,* total surface *43 sq. ft.*
 No. of bilge pumps *2* and size *5 1/2 dia x 10 stroke single,*
 Do they pump from each compartment *from engine room only,*
 Is there provision made for pumping }
 from the wings of the stoke hole }

Are all the bilge suction pipes fitted with roses *yes,*
 What vacuum and steam gauges are there attached to the engines }
 and boilers..... } *1. steam gauge at each end of Boilers*
Common to both boilers with cocks to suit
1. Vacuum gauge on Condenser,
 No. of feed pumps *2* and sizes *5 1/2 dia x 10 stroke single acting,*
 Description and size of } *Smoked 8' dia x 8' stroke*
 Donkey Engine... } *Pump 4" x 8" double acting,*
 Will it feed the boilers, pump }
 from the bilges, and pump } *yes,*
 on deck }
 Can it be driven by steam } *no,*
 from a separate boiler }
 No. of bilge injections *one* and sizes *6 1/2 diameter,*
 Are they fitted with non return valves *yes,*
 Is there a hand pump in the engine room *no. (Donkey can be used as such)*
 Can it be worked by the main engines *no,*
 Is there a deck hose of sufficient length }
 to reach to any part of the vessel } *yes,*

CONNECTIONS ON HULL.

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

Are any pipes carried through the bunkers *yes,*
 If so state how protected *large square recess,*
 When was the stern tube, }
 propellor, screw shaft, } *May 1875,*
 and all connections }
 examined in dry dock }
 How are the pipes, cocks, and valves } *water can be run in at ballast*
 arranged so as to prevent } *Donkey life suction, (see sketch)*
 an unintentional connection }
 between the sea and the bilge }
 Have the bilge suctions non- } *not fitted,*
 return valves fitted or not }

BOILERS.

Number *Two,*
 Description *coal,*
 Made by *Messrs Palmers & Co.,*
 In the year *1875,*
 Present condition *good,*
 When last extensively repaired *new,*
 Working pressure *40 lbs. per sq. inch,*
 When tested by Hydraulic pressure
 To what pressure tested *75 lbs. per sq. inch,*
 Any super-heating apparatus *Steam domes in uptake,*
 Describe it *domes riveted on top of Boilers enclosed with bottom*
 Can each boiler be worked separately *yes,*
 Is each boiler fitted with a separate steam gauge *2 gauges common to the*
2 boilers with cocks to each boiler,

Can the super-heater be shut off and } *These domes cannot be shut off,*
 the boilers worked separately }
 No. of safety valves on each boiler *2,*
 Description and area of each safety valve *Lever & weight valves 3 1/2 dia 9' 6" m.*
 No. of square feet of fire-grate }
 surface in each boiler } *45,*
 Is there a separate blow off and }
 brine cock on each boiler, } *yes,*
 independent of those }
 on the vessel's skin }
 Is the screw shaft tunnel water } *no tunnel, (Engines close aft)*
 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 }

Thos. Keish
 FOR *Palmers & Co. Ltd.*

Manufacturer.

hereby certify that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle)
 Steam Vessel *"Lord Alfred Paget,"* owned by *Messrs Stephenson, Clark & Co.,*
 of the Port of *London,* of *621,* Tons Register, and *120* Nominal Horse Power,
 have been carefully inspected and examined by *me* at *Darrow* and found to be
 at this date, viz., *July 7th 1875* in good order and working condition.

Engineer Surveyor to Lloyd's Register of Shipping.