

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S CERTIFICATE, & REPORT.

ENGINES.

Rev 6/8/75 & 16/8/75

Description *Compound Inverted, Direct, Acting*
 Made by *The London & Glasgow Shipbuilding & Engineering Co. (Limited)*
 In the year *1875*
 Present condition *New*
 Diameter of cylinder *50" & 88"*
 Length of stroke *14 feet*
 No. of revolutions per minute *28*
 Point of cut off *from 19 1/2" to 33"*
 Paddle, or Screw *Screw*
 Nominal Horse Power *450 (Stated by Builders)*
 Diameter of screw, or of paddle wheel *18" & 6"*
 Pitch of screw *24" & 6"*
 No. of blades, *4* total surface *not ascertained*
 No. of bilge pumps *2* and size *6 1/2" dia. x 28" stroke*
 Do they pump from each compartment *Yes*
 Is there provision made for pumping from the wings of the stoke hole *Yes*

Are all the bilge suction pipes fitted with roses *Yes*
 What vacuum and steam gauges are there attached to the engines and boilers *1 Vacuum, 1 Steam, & 1 Compound on Engines, and 1 to each boiler in after stoke hole*
 No. of feed pumps *2* and sizes *6" dia x 28" stroke*
 Description and size of Donkey Engine... *Inverted Double Acting 6" x 10" stroke*
 Will it feed the boilers, pump from the bilges, and pump on deck *Yes*
 Can it be driven by steam from a separate boiler *Yes*
 No. of bilge injections *2* and sizes *5 1/4" connected to circulating injection pumps*
 Are they fitted with non return valves *Yes*
 Is there a hand pump in the engine room *Yes, 6" Double Acting*
 Can it be worked by the main engines *Yes*
 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 *Donkey Sea & Bilge Suction cocks is connected to short through casing on skin of ship*
 Are they Kingston valves or common cocks *Common valves & Cocks*
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehole plates *Blow off Cocks & Cocks under stokehole plates*
 Are the discharge pipes above or below the deep water line *Below*
 Are they each fitted with a discharge valve on the plating of the vessel *Yes*

Are any pipes carried through the bunkers *Yes, Bilge Suction pipes to fore & main holds*
 If so state how protected *Not seen, Bunkers filled previous to survey*
 When was the stern tube, propellor, screw shaft, and all connections examined in dry dock *Inspected previous to survey*
 How are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilge *Donkey Sea & Bilge Suction cock also intermediate cock to Donkey, both plugs open at bottom & single port in side which cannot be turned to sea & Bilge at the same time*
 Have the bilge suction non-return valves fitted or not *No*

BOILERS.

Number *2*
 Description *Two Round Horizontal with 3 furnaces in each and fired fore & aft*
 Made by *The London & Glasgow Shipbuilding & Engineering Co. (Limited)*
 In the year *1875*
 Present condition *New*
 When last extensively repaired *70 lbs*
 Working pressure *140 lbs*
 When tested by Hydraulic pressure *140 lbs*
 To what pressure tested *140 lbs*
 Any super-heating apparatus *Yes, Longitudinal Steam Receiver*
 Describe it *with Smoke Casing carried around them from both ends*
 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 the boilers worked separately *No*
 No. of safety valves on each boiler *Two*
 Description and area of each safety valve *Direct Spring loaded closed up previous to survey, 28.27" mean*
 No. of square feet of fire-grate surface in each boiler *114.8 sq ft*
 Is there a separate blow off and brine cock on each boiler, independent of those on the vessel's skin *Yes fitted with locking guards*
 Is the screw shaft tunnel water tight and fitted with a sluice door on bulkhead *Yes*
 Are all pipes, cocks, and roses in connection with these boilers accessible to the engineer at all times *Yes, those under stokehole plates have hand holes with covers fitted, three in Engine Room are above platform*

I hereby certify that the whole of the above Machinery and Boilers of the Iron (~~or Wood~~) Screw (~~or Paddle~~) Steam Vessel *"Queen Margaret"* owned by *Queen Mary Ship Co. Limited* of the Port of *Glasgow* of *2044 24/100* Tons Register, and *450* Nominal Horse Power, have been carefully inspected and examined by *me* at *Glasgow* and *in fore & main holds* and found to be at this date, viz., *Aug 4th* 1875 in good order and safe working condition.

James Morrison
 Engineer Surveyor to Lloyd's Register of Shipping.

L. H. Morrison
10/8/75

Memo

14959 Sren

- 1 new $\frac{1}{2}$ crank shaft fitted to aft engine May-76
1 new $\frac{1}{2}$ crank shaft fitted to fore engine Oct-76
This shaft was made $\frac{1}{4}$ " larger in dia at main bearing
Crank same as before. S. N. R.
Shaft now $15\frac{1}{2}$ " instead of $15\frac{1}{4}$ "



© 2019

Lloyd's Register
Foundation