

15048 Iron

# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

## ENGINEER SURVEYOR'S CERTIFICATE, & REPORT.

### ENGINES.

Description *Inverted Compound*  
 Made by *Pollet & Wiggell*  
 In the year *1842*  
 Present condition *Good*  
 Diameter of cylinder *Two 18 & Two 37*  
 Length of stroke *30 inches*  
 No. of revolutions per minute *—*  
 Point of cut off *—*  
 Paddle, or Screw *Screw*  
 Nominal Horse Power *90*  
 Diameter of screw, or of paddle wheel *—*  
 Pitch of screw *—*  
 No. of blades, *4* total surface  
 No. of bilge pumps *1* and size *4' x 30" Single Act.*  
 Do they pump from each compartment *yes*  
 Is there provision made for pumping } *No*  
 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 vac & 1 stm on Engines*  
*1 Steam on each Boiler*  
 No. of feed pumps *1* and sizes *4" x 30" Single Act.*  
 Description and size of } *One 6" x 12 Double Act.*  
 Donkey Engine... } *3 1/2" x 5" Single Act.*  
 Will it feed the boilers, pump from the bilges, and pump on deck } *yes, and large one can be used as circulating pump*  
 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 *—*  
 Is there a hand pump in the engine room *Yes*  
 Can it be worked by the main engines *No*  
 Is there a deck hose of sufficient length } *yes*  
 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 *both*  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehole plates } *No*  
 Are the discharge pipes above or below the deep water line } *above*  
 Are they each fitted with a discharge valve on the plating of the vessel } *yes*

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

### BOILERS.

Number *Two*  
 Description *Cylindrical Tubular*  
 Made by *Adams & Hyde*  
 In the year *1842*  
 Present condition *Good*  
 When last extensively repaired *Aug/75 by Day Summers & Co*  
 Working pressure *55 lbs*  
 When tested by Hydraulic pressure *Aug 4<sup>th</sup> 1845*  
 To what pressure tested *112 lbs*  
 Any super-heating apparatus *No*  
 Describe it *—*  
 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. of safety valves on each boiler *Two*  
 Description and area of each safety valve *Lever Weight 9.62 sq in*  
 No. of square feet of fire-grate surface in each boiler } *31.1 sq feet*  
 Is there a separate blow off and brine cock on each boiler, independent of those on the vessel's skin } *yes*  
 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*

Manufacturer.

I hereby certify that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel *Marcasite* owned by *Weatherley & Co* of the Port of *Sunderland* of *565* Tons Register, and *90* Nominal Horse Power, have been carefully inspected and examined by *me* at *Southampton* and found to be at this date, viz., *26<sup>th</sup> August 1845* in good order and safe working condition.

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

