

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 } *1 vac & 1 stm on Engines*
 there attached to the engines } *1 Steam on each Boiler*
 and boilers.....
 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 } *yes, and large one can be*
 from the bilges, and pump } *used as circulating 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 *—*
 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 } *No*
 the ship's side to be seen }
 without lifting the stokehole }
 plates
 Are the discharge pipes above or } *above*
 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 *—*
 When was the stern tube, } *—*
 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 *Two*
 Description *Cylindrical Tubular*
 Made by *Adamson of Hyde*
 In the year *1842*
 Present condition *Good*
 When last extensively repaired *Aug/45 by Day Summers & Co*
 Working pressure *55 lbs*
 When tested by Hydraulic pressure *Aug 4th 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 } *31.1 sq feet*
 surface in each boiler }
 Is there a separate blow off and } *yes*
 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 *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., *26th August 1845* in good order and safe working condition.

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