

1505 Iron

# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

## ENGINEER SURVEYOR'S CERTIFICATE, & REPORT.

### ENGINES.

Description Iron D. A. Comp. S. Cond.  
 Made by North Eastern M. E. Works.  
 In the year 1840  
 Present condition Good  
 Diameter of cylinder 31" dia one of each  
 Length of stroke 33 inches  
 No. of revolutions per minute 50  
 Point of cut off 5/8ths  
 Paddle, or Screw Screw  
 Nominal Horse Power 130  
 Diameter of screw, or of paddle wheel 14 feet  
 Pitch of screw 12 to 14 ft.  
 No. of blades, 4 total surface  
 No. of bilge pumps 2 and size 4" dia 33" str  
 Do they pump from each compartment yes  
 Is there provision made for pumping } yes  
 from the wings of the stoke hole }

Are all the bilge suction pipes fitted with roses yes  
 What vacuum and steam gauges are } one steam to each boiler  
 there attached to the engines } one vac. to Engines.  
 and boilers.....  
 No. of feed pumps 2 and sizes 4" dia, 33' stroke  
 Description and size of } one 6" dia 12" str.  
 Donkey Engine... } 4" " 4" "  
 Will it feed the boilers, pump } Large one from tanks & Eng Room  
 from the bilges, and pump } Small one from sea, bilge  
 on deck ..... } and holds.  
 Can it be driven by steam } yes  
 from a separate boiler }  
 No. of bilge injections 1 and sizes 5"  
 Are they fitted with non return valves no  
 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 Com. Cocks &  
Screw down valves  
 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  
 When was the stern tube, } 1845. November  
 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 Flat sided 13.6 high 9.6 wide with  
two furnaces in each  
 Made by North Eastern Marine Eng. Works Ltd  
 In the year 1840  
 Present condition Good  
 When last extensively repaired Unknown  
 Working pressure 65 lbs.  
 When tested by Hydraulic pressure 1840  
 To what pressure tested 130 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 } no Superheater  
 the boilers worked separately }  
 No. of safety valves on each boiler Two  
 Description and area of each safety valve dead weight  
 No. of square feet of fire-grate } 35.75 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 } no  
 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 Menzaleh owned by Nelson & Co.  
 of the Port of London of 126 7/8 Tons Register, and 130 Nominal Horse Power,  
 have been carefully inspected and examined by me at South West India Docks and found to be  
 at this date, viz., 8<sup>th</sup> Dec<sup>r</sup> 1845. in good order and safe working condition.

*James Bam*

Engineer Surveyor to Lloyd's Register of Shipping.