

1505 L Iron

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S CERTIFICATE, & REPORT.

ENGINES.

Description *Sur D. A. Comp. S. Cond.*
 Made by *North Eastern M. E. Works.*
 In the year *1870*
 Present condition *Good*
 Diameter of cylinder *31" 158"* *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, } *1875: November*
 propeller, 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 *1870*
 Present condition *Good*
 When last extensively repaired *Unknown*
 Working pressure *65 lbs.*
 When tested by Hydraulic pressure *1870*
 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., *8th Decr* 18 *75* in good order and safe working condition.

Engineer Surveyor to Lloyd's Register of Shipping.