

15345 Iron 6381

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S CERTIFICATE, & REPORT.

ENGINES.

Rec 15/11/95

Description *Compound Inverted Direct Acting*
 Made by *Messrs Kincaid, Donald & Co.*
 In the year *1875*
 Present condition *New*
 Diameter of cylinders *One 26" and the 48"*
 Length of stroke *33"*
 No. of revolutions per minute *40*
 Point of cut off *7/8^{ths} of stroke*
 Paddle, or Screw *Screw*
 Nominal Horse Power *99*
 Diameter of screw, ~~or of paddle wheel~~ *12" 8"*
 Pitch of screw *14" 6"*
 No. of blades, *4* total surface *Not ascertained*
 No. of bilge pumps *2* and size *3 1/2" x 19" Stroke*
 Do they pump from each compartment *Yes*
 Is there provision made for pumping from the wings of the stoke hole *No. No pumped from Engine Room side*

Are all the bilge suction pipes fitted with roses *Yes*
 What vacuum and steam gauges are there attached to the engines and boilers... *one Vacuum, one Steam and one Compound Gauge in Engine Room and one attached to boiler in stoke hole*
 No. of feed pumps *2* and sizes *3 1/2" x 16 1/2" Stroke*
 Description and size of Donkey Engine... *Horizontal, double acting 4" x 8" 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 *One* and sizes *3 1/2" connected to circulating pumps*
 Are they fitted with non return valves *Yes*
 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 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 *Yes*
 Are they Kingston valves or common cocks *Screw down Valves Cocks*
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehole plates *Yes they are fitted above stern of Bilge*
 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 *Yes*
 If so state how protected *Strong wood casing*
 When was the stern tube, propellor, screw shaft, and all connections examined in dry dock *On Ship previous to being launched*
 How are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilge *Drakey Let Bilge Suction Cock is open at bottom with single port in side of plating*
 Have the bilge suction non-return valves fitted or not *No*

BOILERS.

Number *Two Round Horizontal with*
 Description *Two Surfaces in each fixed from forward*
 Made by *Messrs Lyle & Nelson Glasgow*
 In the year *1875*
 Present condition *New*
 When last extensively repaired *—*
 Working pressure *65 lbs*
 When tested by Hydraulic pressure *Sept 24th 1875*
 To what pressure tested *130 lbs*
 Any super-heating apparatus *No*
 Describe it *Has one horizontal Receiver common to both Boilers*
 Can each boiler be worked separately *Yes*
 Is each boiler fitted with a separate steam gauge *One to each one Common to both Boilers*

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 with weights 12.56" Area*
 No. of square feet of fire-grate surface in each boiler *38ft²*
 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*

Kincaid Donald & Co Manufacturers

I hereby certify that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel *"Amelia"* owned by *H. L. Seligman & Son* of the Port of *Glasgow* of *379* Tons Register, and *99* Nominal Horse Power, have been carefully inspected and examined by *me* at *Glasgow and Port Glasgow* and found to be at this date, viz., *Nov. 5th 1875* in good order and safe working condition.

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

