

15357 *Greenock 6876*

# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

## ENGINEER SURVEYOR'S CERTIFICATE, & REPORT.

### ENGINES.

*Rev 12/11/75*

*Greenock 6876*

Description *Compound, Inverted, Direct Acting* Are all the bilge suction pipes fitted with roses *Yes*  
 Made by *James Kincaid, Donald & Co. Greenock* What vacuum and steam gauges are there attached to the engines *One Vacuum & one Steam Gauge*  
 In the year *1845* and boilers.....  
 Present condition *New*  
 Diameter of cylinder *One 22" and One 40"*  
 Length of stroke *27"*  
 No. of revolutions per minute *74*  
 Point of cut off *Not ascertained*  
 Paddle, or Screw *Screw*  
 Nominal Horse Power *70*  
 Diameter of screw, or of paddle wheel *10' 10"*  
 Pitch of screw *14" 6"*  
 No. of blades, *4* total surface *Not ascertained*  
 No. of bilge pumps *2* and size *2 1/2" x 16" Stroke*  
 Do they pump from each compartment *Yes*  
 Is there provision made for pumping from the wings of the stoke hole } *No. It is pumped from Engine Room.*  
 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" Connected to Circulating pumps*  
 Are they fitted with non return valves *Yes*  
 Is there a hand pump in the engine room *Yes 4" dia*  
 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 ..... *No. The Blow off Cocks are under the stokehole plates*  
 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, except Air pump which has a discharge valve fitted on circulating discharge pipe*  
 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 } *On Slip 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 } *Nonreturn Valves fitted between Sea Cocks & the Bilge*  
 Have the bilge suctions non-return valves fitted or not } *No*

### BOILERS.

Number *One Round Horizontal, with*  
 Description *Sumaces fired from forward*  
 Made by *Hamilton, Addison, & Barris Glasgow*  
 In the year *1845*  
 Present condition *New*  
 When last extensively repaired .....  
 Working pressure *70 lbs*  
 When tested by Hydraulic pressure *Nov. 9th 1845*  
 To what pressure tested *114 lbs*  
 Any super-heating apparatus *No*  
 Describe it .....  
 Can each boiler be worked separately *One Boiler*  
 Is each boiler fitted with a separate steam gauge *One Gauge*  
 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 } *50 ft*  
 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. The Blow off Cocks under stokehole plates have hand holes with covers fitted & others are above turning of Bilge*

*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 *"Corea"* owned by *Pile & Co.* of the Port of *London* of *70* Tons Register, and *70* Nominal Horse Power, have been carefully inspected and examined by *James Morrison* at *Glasgow, Greenock, & Port Glasgow* and found to be at this date, viz., *Nov. 9th 1845* in good order and safe working condition.

*See L 5. paid 5th November 1845*