

15466 Iron

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S CERTIFICATE, & REPORT.

ENGINES.

Description Inverted Direct Acting Comp. Are all the bilge suction pipes fitted with roses yes
 Made by Messrs Maudslay & Co What vacuum and steam gauges are there attached to the engines and boilers... } one steam gauge to each boiler.
 In the year 1842
 Present condition Good
 Diameter of cylinders 36 & 68 inches
 Length of stroke 45 inches
 No. of revolutions per minute 54
 Point of cut off 7/8 stroke
 Paddle, or Screw Screw
 Nominal Horse Power 200
 Diameter of screw, or of paddle wheel 18 feet
 Pitch of screw 20 feet
 No. of blades, 4 total surface
 No. of bilge pumps 2 and size 4" dia, 30" stroke
 Do they pump from each compartment yes
 Is there provision made for pumping from the wings of the stoke hole } yes
 No. of feed pumps 2 and sizes 4" dia 30" stroke
 Description and size of } One 8" Ballast, 12" str. Double Act. Donkey Engine... -- 4" 10" --
 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 4"
 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
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehole plates } Under Engine Room plates
 Are the discharge pipes above or below the deep water line } Below
 Are they each fitted with a discharge valve on the plating of the vessel } yes
 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 arranged so as to prevent an unintentional connection between the sea and the bilge } Efficient arrangement
 Have the bilge suctions non-return valves fitted or not } no

BOILERS.

Number Two
 Description Cylindrical, Tubular,
 Made by Maudslay & Co
 In the year 1842
 Present condition Good
 When last extensively repaired not been repaired.
 Working pressure 65 lbs
 When tested by Hydraulic pressure when new
 To what pressure tested 140
 Any super-heating apparatus None
 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 1 lever, 1 direct act.
 No. of square feet of fire-grate surface in each boiler } 72 feet
 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

Manufacturer.

I hereby certify that the whole of the above Machinery and Boilers of the Iron (~~or Wood~~) Screw (~~or Paddle~~) Steam Vessel Timor owned by Nelson, Donkin & Co of the Port of London of 1440 Tons Register, and 200 Nominal Horse Power, have been carefully inspected and examined by me at Victoria Docks, London and found to be at this date, viz., July 23rd 1845 in good order and safe working condition.

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

