

# 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 Mandalay & Co* What vacuum and steam gauges are there attached to the engines } *one steam gauge to each boiler.*  
 In the year *1842*  
 Present condition *Good*  
 Diameter of cylinder *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 } *yes*  
 from the wings of the stoke hole }

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 } *yes*  
 from the bilges, and pump }  
 on deck ..... }  
 Can it be driven by steam } *yes*  
 from a separate boiler }  
 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 } *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 *screw down valves*  
 Are they fixed sufficiently high on } *Under Engine Room*  
 the ship's side to be seen } *plates*  
 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, } *—*  
 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 suctions non- } *no*  
 return valves fitted or not }

## BOILERS.

Number *Two*  
 Description *Cylindrical, Tubular,*  
 Made by *Mandalay & 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 } *72 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 } *yes*  
 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 *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 23<sup>rd</sup> 1845* in good order and safe working condition.

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