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LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S CERTIFICATE, & REPORT, ENGINES.

Port Glasgow No. 4160

Description *Compound, Inverted Direct Acting*
 Made by *J. Elder & Coy Glasgow*
 In the year *1875*
 Present condition *New*
 Diameter of cylinder *One 7 1/2" & Two 6 1/2"*
 Length of stroke *4 ft. 3"*
 No. of revolutions per minute *65*
 Point of cut off *not ascertained*
 Paddle, or Screw *Screw*
 Nominal Horse Power *200*
 Diameter of screw, ~~not ascertained~~ *17" 0"*
 Pitch of screw *25" 0"*
 No. of blades, *4* total surface
 No. of bilge pumps *Two* and size *6 1/2" x 20" Stroke*
 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 vacuum, Two Steam and*
 there attached to the engines } *One Compound in Engine Room &*
 and boilers } *One to each boiler & one for pump to both*
 No. of feed pumps *Two* and sizes *6 1/2" dia x 20" Stroke*
 Description and size of } *Two Double Acting 4 7/8" x 8" Stroke*
 Donkey Engine... }
 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 *Two* and sizes *6 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 *Yes*
 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 & Cocks*
 Are they fixed sufficiently high on } *Yes, they are fitted on*
 the ship's side to be seen } *the top of the bilge*
 without lifting the stokehole }
 plates }
 Are the discharge pipes above or } *Above*
 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, } *On Slip previous to being launched*
 propellor, screw shaft, } *and all connections*
 and all connections } *examined in dry dock*
 examined in dry dock }
 How are the pipes, cocks, and valves } *Intermediate, Cock on Donkey*
 arranged so as to prevent } *is open at bottom & has single*
 an unintentional connection } *ported plug.*
 between the sea and the bilge }
 Have the bilge suction non- } *No.*
 return valves fitted or not }

BOILERS.

Number *Two Round, Horizontal with 3*
 Description *urnaces in each end fired fore & aft*
 Made by *J. Elder & Coy*
 In the year *1875*
 Present condition *New*
 When last extensively repaired
 Working pressure *75 lbs*
 When tested by Hydraulic pressure *not ascertained*
 To what pressure tested *upto 150 lbs*
 Any super-heating apparatus *Yes*
 Describe it *Round, Vertical, with Single Flue*
 Can each boiler be worked separately *Yes*
 Is each boiler fitted with a separate steam gauge *Two Gauges*

Can the super-heater be shut off and } *No*
 the boilers worked separately }
 No. of safety valves on each boiler *Two*
 Description and area of each safety valve *Direct Spring, 31.9" area*
 No. of square feet of fire-grate } *126 ft.*
 surface in each boiler }
 Is there a separate blow off and } *Yes*
 brine cock on each boiler, } *independent of those*
 independent of those } *on the vessel's skin*
 on the vessel's skin }
 Is the screw shaft tunnel water } *Yes*
 tight and fitted with a } *sluice door on bulkhead*
 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*
 sible to the engineer at all times }

Manufacturer.

I hereby certify that the whole of the above Machinery and Boilers of the Iron (~~and Wood~~) Screw (~~and Paddle~~)
 Steam Vessel *"Australia"* owned by *J. A. Mc. J. G. W. Jamieson and*
 of the Port of *Glasgow* of *1874* Tons Register, and *500* *Wm. Pearce*
 have been carefully inspected and examined by *me* at *Glasgow* *Nominal Horse Power,*
 at this date, viz., *Dec. 23rd 1875* and found to be
 in good order and safe working condition.

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