

15647 Jan

# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

## ENGINEER SURVEYOR'S CERTIFICATE & REPORT.

### ENGINES.

Rec 1/1/76

Description *Inverted, Direct Acting Compound.* Are all the bilge suction pipes fitted with roses *yes*  
 Made by *Goole Engineering & Shipbuilding Co* What vacuum and steam gauges are there attached to the engines and boilers... } *one of each on Engines & one steam on boiler*  
 In the year *1875*  
 Present condition *New*  
 Diameter of cylinders *One 25 in One 48 in*  
 Length of stroke *30 in*  
 No. of revolutions per minute *86*  
 Point of cut off *from 2/3 to 3/4*  
 Paddle, or Screw *Screw*  
 Nominal Horse Power *90*  
 Diameter of screw, or of paddle wheel *11.6*  
 Pitch of screw *16.0*  
 No. of blades, *4* total surface *35.25 sq ft.*  
 No. of bilge pumps *2* and size *3" dia, 24" str.*  
 Do they pump from each compartment *yes*  
 Is there provision made for pumping from the wings of the stoke hold } *none*

No. of feed pumps *2* and sizes *3" dia, 24" str*  
 Description and size of } *Two, double acting*  
 Donkey Engine... } *8 1/2" dia, 10 str & 6" dia, 6" str*  
 Will it feed the boilers, pump from the bilges, and pump on deck } *yes*  
 Can it be driven by steam from a separate boiler } *no*  
 No. of bilge injections *1* and sizes *2 1/2"*  
 Are they fitted with non return valves *yes*  
 Is there a hand pump in the engine room *no*  
 Can it be worked by the main engines *—*  
 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 *Common Cocks*  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stoke hold plates } *no.*  
 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 *no*  
 If so state how protected *—*  
 When was the stern tube, propeller, 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 suction return valves fitted or not } *no*

### BOILERS.

Number *One*  
 Description *Cylindrical Multitubular 3 Furnaces*  
 Made by *Goole Engineering & Shipbuilding Co*  
 In the year *1875*  
 Present condition *New*  
 When last extensively repaired *—*  
 Working pressure *60 lb.*  
 When tested by hydraulic pressure *1875*  
 To what pressure tested *120*  
 Any super-heating apparatus *No.*  
 Describe it *—*  
 Can each boiler be worked separately *One boiler only*  
 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 *Dead weight. 14.13 sq in*  
 No. of square feet of fire-grate surface in each boiler } *54 sq 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 *Stanley Main* owned by *Yorkshire Coal and S.I. Co.* of the Port of *Goole* of *Tons Register, and 90* Nominal Horse Power, have been carefully inspected and examined by *me* at *Goole.* and found to be at this date, viz., *25th November* 18 *75* in good order and safe working condition.

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

Fee £3. 3. *MPG*

*See to be done on Hull 21/12/75*