

# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

## ENGINEER SURVEYOR'S CERTIFICATE & REPORT.

Rec. 21/1/76

15703 Iron ENGINES.

No 13090 Port Shields on Hull of Vessel.

Description *Inverted, Compound, Surface Condensing,* Are all the bilge suction pipes fitted with roses *yes*  
 Made by *W. R. J. Marshall, South Shields,* What vacuum and steam gauges are there attached to the engines } *1 vacuum gauge on Condenser and boilers..... 1 steam on boiler in Engine room.*  
 In the year *1875,*  
 Present condition *new.*  
 Diameter of cylinder *one HP 23 1/2 x one LP 45,*  
 Length of stroke *30,*  
 No. of revolutions per minute *65,*  
 Point of cut off *1/2 stroke.*  
 Paddle, or Screw *Screw,*  
 Nominal Horse Power *85,*  
 Diameter of screw, or of paddle wheel *10' 9"*  
 Pitch of screw *15' 0"*  
 No. of blades, *4* total surface *40 sq. ft.*  
 No. of bilge pumps *one* and size *4 dia. x 15 stroke single acting.*  
 Do they pump from each compartment *yes,*  
 Is there provision made for pumping } *yes,*  
 from the wings of the stoke hold }

### CONNECTIONS ON HULL.

Are all connections with the sea } *Cock for filling ballast tank, has direct on the skin of the ship } a short piece between it & ship's skin.* Are any pipes carried through the bunkers *none.*  
 Are they Kingston valves or common cocks, *Stop valves & Cocks.* If so state how protected  
 Are they fixed sufficiently high on } *no,*  
 the ship's side to be seen }  
 without lifting the stoke hold }  
 plates ..... }  
 Are the discharge pipes above or } *Above*  
 below the deep water line }  
 Are they each fitted with a discharge } *Ballast & Bilge discharge*  
 valve on the plating of the vessel } *have none, but these outlets are from 3 to 4 feet above deep loadline.* Have the bilge suction return valves fitted or not } *not fitted.*

### BOILERS.

Number *One*  
 Description *Cylindrical*  
 Made by *W. R. J. Marshall.*  
 In the year *1875.*  
 Present condition *new.*  
 When last extensively repaired *new.*  
 Working pressure *65 lbs per sq. inch.*  
 When tested by hydraulic pressure *Sept. 1875.*  
 To what pressure tested *130 lbs per sq. inch.*  
 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 *2,*  
 Description and area of each safety valve *lever & weight 3 3/8 dia. = 8.9 sq. in.*  
 No. of square feet of fire-grate } *28 2/3.*  
 surface in each boiler }  
 Is there a separate blow off and } *yes (both with 1 cock on ship's skin)*  
 brine cock on each boiler, }  
 independent of those }  
 on the vessel's skin }  
 Is the screw shaft tunnel water } *Tunnel not watertight.*  
 tight and fitted with a }  
 sluice door on bulkhead } *sluice door fitted.*  
 Are all pipes, cocks, and roses in con- } *yes.*  
 nection with these boilers acces- }  
 sible to the engineer at all times }

*W. R. J. Marshall* Manufacturer.

I hereby certify that the whole of the above Machinery and Boilers of the Iron (~~or Wood~~) Screw (~~or Paddle~~) Steam Vessel "*Monaco*" owned by *J. B. Dale,* of the Port of *South Shields* of *405.01* Tons Register, and *85* Nominal Horse Power, have been carefully inspected and examined by *me* at *Shields,* and found to be at this date, viz., *December 22* 1875, in good order and safe working condition.

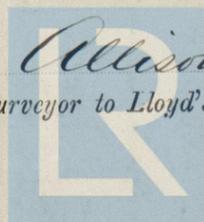
Survey fee *£4-4-0*

Certificate *5-0*

*£4-9-0*

Received 19/1/76 *HM*

*William Allison,*  
 Engineer Surveyor to Lloyd's Register of Shipping.



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