

No.
Reg.
1a

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S CERTIFICATE & REPORT.

ENGINES.

Description *Compound Inverted*Made by *Blair*In the year *1843.*Present condition *Good.*Diameter of cylinder *28 and 56 1/2 inches*Length of stroke *36 inches*No. of revolutions per minute *66*Point of cut off *3/4*Paddle, or Screw *Screw*Nominal Horse Power *130*Diameter of screw, or of paddle wheel *13 1/2 feet*Pitch of screw *17 1/2*No. of blades, *4* total surfaceNo. of bilge pumps *2* and size *4" dia, 20" str*Do they pump from each compartment *yes*Is there provision made for pumping from the wings of the stoke hold *no from centre only*Are all the bilge suction pipes fitted with roses *yes*What vacuum and steam gauges are there attached to the engines and boilers *Two Steam and one Vacuum*No. of feed pumps *2* and sizes *4" dia, 20" str*Description and size of Donkey Engine... *Imp. Double Acting 6" dia, 9" 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 *yes*No. of bilge injections *1* and sizes *3 1/2 inches*

Are they fitted with non return valves

Is there a hand pump in the engine room *no. Donkey can be used as such*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 *Cocks and screw down valves*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 *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, propeller, screw shaft, and all connections examined in dry dock *Jan. 1846*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 non-return valves fitted or not *no.*

BOILERS.

Number *Two*Description *Cylindrical, Multitubular*Made by *Blair & Co. Stockton*In the year *1843*Present condition *Good*When last extensively repaired *not been repaired*Working pressure *65 lbs.*When tested by hydraulic pressure *1844 (stated)*To what pressure tested *130 lb*Any super-heating apparatus *no*

Describe it

Can each boiler be worked separately *yes*Is each boiler fitted with a separate steam gauge *no, one gauge with cocks to each boiler*Can the super-heater be shut off and the boilers worked separately *none*No. of safety valves on each boiler *one*Description and area of each safety valve *Lever weight, 17.26 sq in*No. of square feet of fire-grate surface in each boiler *34 1/8*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.

hereby certify that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle)

Steam Vessel *Heptuno*

owned by

of the Port of

of *552*

Tons Register, and

130

Nominal Horse Power,

have been carefully inspected and examined by

at

London

and found to be

at this date, viz., *28th January* 18 *46* in good order and safe working condition.See £ 3. 3. 0^d*Richd. F. C.**1/2/46**£ 3. 3. 0^d**James Bani*
Engineer Surveyor to Lloyd's Register of Shipping.

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Foundation