

9/27/76

15795 Iron

IRON 465 - 0064

# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

## ENGINEER SURVEYOR'S REPORT ON MACHINERY.

### ENGINES.

Rec 29/3/76

Description *Comp'd. Instac. J.A. S. Condmg*  
 Made by *N. E. Marine Coy. Sunderland*  
 When *1870* At *Sunderland*  
 Diameter of cylinder *5 1/8* Length of stroke *30"*  
 No. of revolutions per minute *60*  
 Point of cut off *5/8*  
 Diameter of screw shaft *8 3/4"*  
 Diameter of crank shaft journals *8 1/2"*  
 Diameter of screw, or of paddle wheel *12' 0"*  
 Pitch of screw *14' 0"*  
 No. of blades, *4* Total surface *35' 0"*  
 No. of bilge pumps *2* and sizes *4" diam 30" stroke*  
 Do they pump from each compartment *Yes*

Are all the bilge suction pipes fitted with roses *Yes*  
 No. of feed pumps *2* and sizes *4" diam 30" stroke*  
 What gauges are there attached to the engines and boilers ... *1 Vacuum, 1 Pressure, 1 Receiver gauge, 1 Pressure to each boiler*  
 Description and size of Donkey Pumps ... *1 Double Acting 6" in plunger, 1 - do - - do - 4" - do -*  
 Where do they pump from ... *6" pumps from bilges, W. B. Tanks and through condenser, 4" pumps to boilers, deck, and from B. R. bilges,*  
 No. of bilge injections *One* and sizes *4 1/2"*  
 Are they connected to air, or circulating pumps *As Common jet*  
 Is there a hand pump in the engine room *No.*  
 Can it be worked by the main engines *Yes*  
 Is there a deck hose of sufficient length to reach to any part of the vessel *Yes*

### MAIN BOILERS.

Number *2* Description *R. I. flat sided.*  
 Made by *N. E. Marine Coy. Sunderland*  
 When *1870* At *Sunderland*  
 Working pressure *swaw 52 lbs.*  
 Tested by hydraulic pressure to *140 lbs. (stated)* Date *1870*  
 Description of super-heating apparatus *1 off. Cylindrical, 1 flue.*  
 Can each boiler be worked separately *Yes.*

Can the super-heater be shut off and the boilers worked separately *No*  
 Description and area of safety valves on each boiler ... *Lever loaded, 2 on each boiler of 4 1/2" diam = 15.904.*  
 No. of square feet of fire-grate surface in each boiler *33 ft.*  
 Are there separate blow off and brine cocks on each boiler, independent of those on the vessel's skin *One on each boiler, 1 on skin for 2 Accum pipes.*  
 Are all pipes, cocks, roses, and pumps in connection with the machinery accessible at all times. *Yes.*

### DONKEY BOILER.

Description *Particulars of three*  
 Where fixed *Stokehold on my holding this survey.*  
 Working pressure

Tested by hydraulic pressure to \_\_\_\_\_, Date \_\_\_\_\_  
 Description and area of safety valves  
 No. of square feet of fire grate

### PIPES, COCKS, AND CONNECTIONS.

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 ... *Not all*  
 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*

What pipes are carried through the bunkers *No*  
 How are they protected *Propeller & shaft now, screw shaft not drawn, connections at this time.*  
 When were the stern tube, propeller, screw shaft, and all connections examined in dry dock *Are now well arranged, have been altered at this time.*  
 Are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilge *Yes.*  
 Is the screw shaft-tunnel water tight and fitted with a sluice door on bulkhead

Manufacturer.

I hereby certify that the whole of the above are correct particulars of the Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel *"Annie Amelie"* owned by *Nelson Hoag* of the Port of *London* of *847* Tons Register, and *98* Registered Horse Power, and that they have been carefully inspected and examined by me at *Liverpool & Garston* and found to be at this date, viz., *17th Feb.* 1876 in good order and safe working condition. Subject to the strengthening of Boiler shell to steam class of 90, promised by Owners after this being done I would recommend *G. H. Thompson* her to be noted Lloyd's M.C. 1876. Engineer Surveyor to Lloyd's Register of Shipping.

Report (if any) on Hull of Vessel. Port *Liverpool* No. *24976*

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPING  
ENGINEER SURVEYOR'S REPORT ON MACHINERY

*Committee Minutes, Liverpool, 28th March, 1876*  
*Refered*  
*L.C.*



© 2019  
Lloyd's Register  
Foundation