

465

1601 Iron

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S REPORT ON MACHINERY.

ENGINES.

Recd 13/3/76

Description *Compound Inverted Direct Acting*
 Made by *Mepes Headhead & Co*
 When *1876* At *South Shields*
 Diameter of cylinders *15" & 30"* Length of stroke *20"*
 No. of revolutions per minute *About 90*
 Point of cut off *1/2 Stroke*
 Diameter of screw shaft *5 1/2*
 Diameter of crank shaft journals *5 1/2*
 Diameter of screw, ~~or of paddle wheel~~ *7" 8"*
 Pitch of screw *11" 0" to 14" 0"*
 No. of blades, *4* Total surface *-*
 No. of bilge pumps *1* and sizes *3" dia x 10" stroke Single acting*
 Do they pump from each compartment *Yes*

Are all the bilge suction pipes fitted with roses *Yes*
 No. of feed pumps *2* and sizes *2" dia x 10" stroke Single Act.*
 What gauges are there attached to the engines and boilers ... *1 Steam*
1 Vacuum
 Description and size of Donkey Pumps ... *4" dia x 9" stroke Double acting*
 Where do they pump *from all compartments, from sea, and from ballast tanks*
 No. of bilge injections *1* and sizes *2 1/2" dia*
 Are they connected to air, or circulating pumps *Circulating pump*
 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 *1* Description *Round Multitubular*
 Made by *Mepes Headhead & Co.*
 When *1876* At *South Shields*
 Working pressure *65 lbs per sq inch*
 Tested by hydraulic pressure to *130 lbs Reported*, Date *Feb. 1876*
 Description of super-heating apparatus *None*
 Can each boiler be worked separately *Only on boiler in ship*

Can the super-heater be shut off and the boilers worked separately *Yes*
 Description and area of safety valves on each boiler *Direct weight*
9.62 sq in
 No. of square feet of fire-grate surface in each boiler *17.27 ft*
 Are there separate blow off and brine cocks on each boiler, independent of those on the vessel's skin *Yes*
 Are all pipes, cocks, roses, and pumps in connection with the machinery accessible at all times. *All, except forward hold when vessel is loaded*

DONKEY BOILER.

Description *Round, Vertical*
 Where fixed *In stokehole*
 Working pressure *40 lbs*

Tested by hydraulic pressure to *100 lbs*, Date *Feb. 1876*
 Description and area of safety valves *Direct weight* *4.908*
 No. of square feet of fire grate *9.621 sq feet*

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 ... *Stop valves and 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*

What pipes are carried through the bunkers *None*
 How are they protected *Yes*
 When were the stern tube, propeller, screw shaft, and all connections examined in dry dock *March - 1876*
 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 *Yes*

John Newcomb 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 "*Uganda*" owned by *Jm Newcomb* of the Port of *London* of *100.01* Tons Register, and *45* Registered Horse Power, and that they have been carefully inspected and examined by me at *South Shields* and found to be at this date, viz., *7th March 1876* in good order and safe working condition.

Survey fee £3-3-0

Amos B. Bain
 Engineer Surveyor to Lloyd's Register of Shipping.

(27th/1/76.) Certificate *5-0* Received at Shields by *P. Young* *10/3/76.*

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