

16795 Iron

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S CERTIFICATE & REPORT.

ENGINES.

Description *Inverted Direct Acting. Surface Condens.* Are all the bilge suction pipes fitted with roses *Yes*
 Made by *Blackwood & Gordon* What vacuum and steam gauges are there attached to the engines and boilers... } *3 Steam & 1 Vacuum*
 In the year *1868*
 Present condition *Good*
 Diameter of cylinder's *36"* No. of feed pumps *2* and sizes *3 1/2" dia 26" Stroke. Single Acting*
 Length of stroke *42"* Description and size of } *Pump 3 1/2 dia 7" Stroke. Double Acting*
 No. of revolutions per minute *About 55* Donkey Engine... }
 Point of cut off *9/16th of Stroke* Will it feed the boilers, pump from the bilges, and pump on deck } *Yes*
 Paddle, or Screw *Screw* Can it be driven by steam from a separate boiler } *Yes*
 Nominal Horse Power *1*
 Diameter of screw, ~~or of paddle wheel~~ *14 1/2"* No. of bilge injections *1* and sizes *2 1/2 dia*
 Pitch of screw *21 ft.* Are they fitted with non return valves *No*
 No. of blades, *3* total surface *53 ft.* Is there a hand pump in the engine room *Yes. Gear not fitted*
 No. of bilge pumps *2* and size *3 1/2 dia 26" Stroke. Single Acting* Can it be worked by the main engines *No*
 Do they pump from each compartment *Yes*
 Is there provision made for pumping from the wings of the stoke hold } *From centre only* Is there a deck hose of sufficient length to reach to any part of the vessel } *Yes*

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

CONNECTIONS ON HULL.

Are all connections with the sea direct on the skin of the ship } *All except cock for ballast tank* Are any pipes carried through the bunkers *No*
 Are they Kingston valves or common cocks *Common Cocks* If so state how protected *No*
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stoke hold plates } *No* When was the stern tube, propeller, screw shaft, and all connections examined in dry dock } *September - 1875*
 Are the discharge pipes above or below the deep water line } *Above* How are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilge } *Efficient Arrangement*
 Are they each fitted with a discharge valve on the plating of the vessel } *Yes* Have the bilge suction non-return valves fitted or not } *No*

BOILERS.

Number *Two.* Can the super-heater be shut off and the boilers worked separately } *No*
 Description *Round. Multitubular. Flue acts on outside* No. of safety valves on each boiler *2*
 Made by *Hanser, Brothers. Bow. of tubes* Description and area of each safety valve *Adams Spring: 9.621 Area*
 In the year *1875* No. of square feet of fire-grate surface in each boiler } *35 sq ft.*
 Present condition *New* Is there a separate blow off and brine cock on each boiler, independent of those on the vessel's skin } *Yes*
 When last extensively repaired *No* Working pressure *40 lbs* Is the screw shaft tunnel water tight and fitted with a sluice door on bulkhead } *Tunnel water tight. No door*
 When tested by hydraulic pressure *Dec. 1875* To what pressure tested *80 lbs* Are all pipes, cocks, and roses in connection with these boilers accessible to the engineer at all times } *Yes*
 Any super-heating apparatus *No*
 Describe it *No*
 Can each boiler be worked separately *Yes*
 Is each boiler fitted with a separate steam gauge *Yes*

Manufacturer.

I hereby certify that the whole of the above Machinery and Boilers of the Iron (~~or Wood~~) Screw (~~or Paddle~~) Steam Vessel *Spartan* owned by *M. Spantali* of the Port of *London* of *1200* Tons Register, and *150* Nominal Horse Power, have been carefully inspected and examined by *me* at *Victoria Dock, London* and found to be at this date, viz., *28th December 1875* in good order and safe working condition.


 Engineer Surveyor to Lloyd's Register of Shipping.

