

17076 Lm

## LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

## ENGINEER SURVEYOR'S CERTIFICATE &amp; REPORT.

## ENGINES.

Rev 31/8/76

Description T. V. A. Comp  
 Made by Richardson, transformed by B. Norman  
 In the year 1869 1876  
 Present condition Good  
 Diameter of cylinder 2 of 24 ins & 2 of 28 ins  
 Length of stroke 30 ins  
 No. of revolutions per minute 60  
 Point of cut off "  
 Paddle, or Screw Common  
 Nominal Horse Power 96  
 Diameter of screw, or of paddle wheel 19 ft  
 Pitch of screw "  
 No. of blades, 4 total surface  
 No. of bilge pumps 1 and size 4 1/4 diam = 30 ins stroke  
 Do they pump from each compartment yes  
 Is there provision made for pumping from the wings of the stoke hold yes

Are all the bilge suction pipes fitted with roses yes  
 What vacuum and steam gauges are there attached to the engines and boilers 2 steam & 1 vacuum

No. of feed pumps 1 and sizes 4 1/4 diam & 30 ins stroke

Description and size of Donkey Engine... 2 I. D. A.

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 0 and sizes "

Are they fitted with non return valves "

Is there a hand pump in the engine room yes

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 Common Cocks  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stoke hold plates under the Engines  
 Are the discharge pipes above or below the deep water line Plates  
 Are they each fitted with a discharge valve on the plating of the vessel Level  
yes

Are any pipes carried through the bunkers 1  
 If so state how protected by a strong iron guard  
 When was the stern tube, propeller, screw shaft, and all connections examined in dry dock in July 1876  
 How are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilge With non return valves  
 Have the bilge suction non-return valves fitted or not yes

## BOILERS.

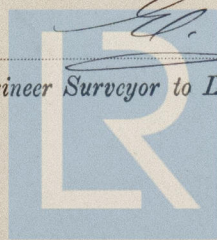
Number 1 One  
 Description Cylindrical, multitubular, 3 furnaces  
 Made by Barbet  
 In the year 1876  
 Present condition Keen  
 When last extensively repaired "  
 Working pressure 45 lbs  
 When tested by hydraulic pressure May 1876  
 To what pressure tested 90 lbs  
 Any super-heating apparatus No  
 Describe it "  
 Can each boiler be worked separately "  
 Is each boiler fitted with a separate steam gauge "

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 Common 40 sq. ins  
 No. of square feet of fire-grate surface in each boiler 61 sq feet  
 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.

I hereby certify that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel William Banks owned by Gueset of the Port of Cardiff of 460 Tons Register, and 96 Nominal Horse Power, have been carefully inspected and examined by me at House and found to be at this date, viz., 18th August 1876 in good order and safe working condition.

Engineer Surveyor to Lloyd's Register of Shipping.



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