

Messrs E. Milby & Co 61

17571 Iron

# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

## ENGINEER SURVEYOR'S REPORT ON MACHINERY.

### ENGINES.

Rec 4/1/77

Report (if any) on Hull of Vessel. Port of Hartlepool No. 3734

Description Inverted Compound Surface Condensing  
 Made by Messrs J. Richardson & Sons  
 When Decr 1876 At Hartlepool  
 Diameter of cylinders 28 & 53 Length of stroke 33  
 No. of revolutions per minute about 65  
 Point of cut off 1/2 stroke  
 Diameter of screw shaft 9"  
 Diameter of crank shaft journals 9"  
 Diameter of screw, or of paddle wheel 13' 0"  
 Pitch of screw 15' 6"  
 No. of blades, 4 Total surface 55 sq. feet  
 No. of bilge pumps 2 and sizes 2 1/2 dia. x 35 stroke  
 Do they pump from each compartment from Engine room & aft well

Are all the bilge suction pipes fitted with roses yes  
 No. of feed pumps 2 and sizes 3 1/2 x 23 1/2 stroke  
 What gauges are there attached to the engines and boilers ... 1 steam in the stokehold & 1 in the engine room. 1 vacuum gauge.  
 Description and size of Donkey Pumps ... 2 double acting inverted 7 1/2 dia & 9 stroke & 3 1/2 x 8 stroke.  
 Where do they pump from ... Large one from the sea tanks & bilges of engine room. The small one from the sea holdwell & bilges of engine room & aft well.  
 No. of bilge injections one and sizes 4 1/2 diameter  
 Are they connected to air, or circulating pumps to circulating pumps  
 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

### MAIN BOILERS.

Number one Description Cylindrical & Multitubular  
 Made by Messrs J. Richardson & Sons  
 When Decr 1876 At Hartlepool  
 Working pressure 65 lbs per sq. inch  
 Tested by hydraulic pressure to 130 lbs, Date Nov 7/76  
I was present M.A.  
 Description of super-heating apparatus none  
 Can each boiler be worked separately only 1 boiler

Can the super-heater be shut off and the boilers worked separately no  
 Description and area of safety valves on each boiler ... 2 spring safety valves 4 3/8 dia = 30 sq. ins area.  
 No. of square feet of fire-grate surface in each boiler 60  
 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 yes

### DONKEY BOILER.

Description Upright Cylindrical with 2 Cross tubes  
 Where fixed in the stokehold  
 Working pressure 53 lbs per sq. inch

Tested by hydraulic pressure to 130 lbs, Date Oct 18/76  
 Description and area of safety valves bladed direct 2 1/2 & 1 1/2 dia weight 2 1/2 lbs 8.3 sq. ins  
 No. of square feet of fire grate 10

### 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 & cocks  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stoke hold plates ... yes  
 Are the discharge pipes above or below the deep water line at the deep lead line  
 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 no  
 When were the stern tube, propeller, screw shaft, and all connections examined in dry dock now  
 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 sluice door fitted tunnel open to the gutterway of ballast tank

J. Richardson & Sons Manufacturer. Except of the Donkey boiler  
M. Cheswell

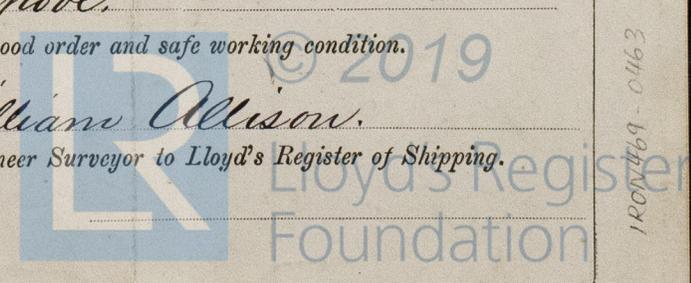
I hereby certify that the whole of the above are correct particulars of the Machinery and Boilers of the Iron (or Wood)

Screw (or Paddle) Steam Vessel "Kaieteur" owned by Steel, Young & Co,  
 of the Port of London of 803.48 Tons Register, and 110 Registered Horse Power,  
 and that they have been carefully inspected and examined by me at Hartlepool  
 and found to be at this date, viz., Decr 13<sup>th</sup> 1876 in good order and safe working condition.

Amount of Fee for Survey ... £ 5:10:

(Travelling Expenses, if any, £ 2.5 Subtotal 0.5 Received at Hartlepool 5.15 by WWS)

William Allison  
 Engineer Surveyor to Lloyd's Register of Shipping.



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