

# 19113 Iron LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

## ENGINEER SURVEYOR'S REPORT ON MACHINERY.

### ENGINES.

Rev 25/8/77

Description <sup>x Cyls</sup> *Inverted Compound Surface Condenser*  
Made by *Messrs Kemp & Hume*  
When *Augt 1877* At *Glasgow*  
Diameter of cylinders *18" x 30"* Length of stroke *22"*  
No. of revolutions per minute *85*  
Point of cut off *about 2/6*  
Diameter of screw shaft *5 3/4"*  
Diameter of crank shaft journals *6"*  
Diameter of screw, ~~or of paddle wheel~~ *9" 0"*  
Pitch of screw *12" 0"*  
No. of blades, *Four* Total surface *21.75 feet*  
No. of bilge pumps *One* and sizes *2 3/4" Dia 13" Stroke*  
Do they pump from each compartment *Main hold and Engine room bilge*

Are all the bilge suction pipes fitted with roses *Yes*  
No. of feed pumps *one* and sizes *2 3/4" Dia 13" Stroke*  
What gauges are there attached to the engines and boilers ... *one water and two sets of last cocks on boiler one steam pressure in stoke hold and one each pressure & vacuum engine room*  
Description and size of *one vertical Dk in engine room*  
Donkey Pumps ... *6" Dia Cyl & 6" Stroke 3" Dia 2 1/2 pump from sea, to a from ballast tank and from engine room bilge to boiler through ship side and on deck*  
Where do they pump from .....  
No. of bilge injections *one* and sizes *2" Bone*  
Are they connected to air, or circulating pumps *Circulating*  
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 *Circular Tubular*  
Made by *Messrs Black & Noble*  
When *Augt 1877* At *Montrose*  
Working pressure *65 lbs*  
Tested by hydraulic pressure to *130 lbs*, Date *27/6/77*  
Description of super-heating apparatus *Vertical Domb*  
Can each boiler be worked separately

Can the super-heater be shut off and the boilers worked separately  
Description and area of safety valves on each boiler *Two direct load 3 1/2" Dia 19.24 sq inch area*  
No. of square feet of fire-grate surface in each boiler *25 feet*  
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 *Vertical round*  
Where fixed *Stoke hold*  
Working pressure *50 lbs*

Tested by hydraulic pressure to *100 lbs*, Date *27/6/77*  
Description and area of safety valves *one Lever height 3.14 area*  
No. of square feet of fire grate *7 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 ... *cocks & valves*  
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 *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  
When were the stern tube, propeller, screw shaft, and all connections examined in dry dock *before launch*  
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 *No tunnel but bulkhead water tight*

*Kemp & Hume* Manufacturer.

*Black & Noble*

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 "Emile Eloise" owned by *E. Buisine* of the Port of *Gravelines* of *232.76* Tons Register, and *45* Registered Horse Power, and that they have been carefully inspected and examined by me at *Montrose* and found to be at this date, viz., *20<sup>th</sup> August* 1877 in good order and safe working condition.

Amount of Fee for Survey ... £ *2 : 5 : 0*

(Travelling Expenses, if any, £ *1 - 13 - 0*)

*Reasonable expenses 2 - 5 - 0*

(1000/31/776.)

*£ 3 - 18 - 0*

*Recd & handed over to Mr. Sturrock. 21.8.77.*

*John Sturrock*  
Engineer Surveyor to Lloyd's Register of Shipping.