

21031 Jan

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S REPORT ON MACHINERY.

ENGINES.

Description Inverted
 Made by Vict Dock & Eng Works
 When 1872 At London
 Diameter of cylinder 36 Length of stroke 26
 No. of revolutions per minute 64
 Point of cut off _____
 Diameter of screw shaft 7 1/2
 Diameter of crank shaft journals 7 1/2
 Diameter of screw, or of paddle wheel 10 ft
 Pitch of screw 14 feet
 No. of blades, 4 Total surface _____
 No. of bilge pumps 2 and sizes 2 1/2 dia
 Do they pump from each compartment Cargroom only

Are all the bilge suction pipes fitted with roses yes
 No. of feed pumps 2 and sizes 2 1/2
 What gauges are there attached to the engines and boilers ... } one steam to boiler
 } 1 vacuum
 Description and size of Donkey Pumps ... } one 4 1/2 dia x 10" stroke
 Where do they pump from } Sea & bilge
 No. of bilge injections none and sizes _____
 Are they connected to air, or circulating pumps _____
 Is there a hand pump in the engine room no
 Can it be worked by the main engines _____
 Is there a deck hose of sufficient length to reach to any part of the vessel } yes

MAIN BOILERS.

Number one Description Cylindrical
 Made by Victoria Dock & Eng Works
 When 1878 At London
 Working pressure 35 lb
 Tested by hydraulic pressure to 70 lb, Date _____
 Description of super-heating apparatus } none
 Can each boiler be worked separately only one

Can the super-heater be shut off and the boilers worked separately } none
 Description and area of safety valves on each boiler } Adams Spring
 } values. Two
 No. of square feet of fire-grate surface in each boiler } _____
 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 _____
 Where fixed _____
 Working pressure _____

Tested by hydraulic pressure to _____, Date _____
 Description and area of safety valves _____
 No. of square feet of fire grate _____

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 ... } Valves and 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 } Below
 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 } At this time
 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

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 Thomas Lea owned by John Hewick Esq of the Port of London of 487 Tons Register, and 80 Registered Horse Power, and that they have been carefully inspected and examined by me at London and found to be at this date, viz., May 22nd 1878 in good order and safe working condition.

James Milton
 Engineer Surveyor to Lloyd's Register of Shipping.