

213012743 Iron

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S REPORT ON MACHINERY.

ENGINES.

<p>Description <i>Compound Inverted</i></p> <p>Made by <i>J & J Thomson</i></p> <p>When <i>18 71</i> At <i>Glasgow</i></p> <p>Diameter of cylinder <i>34 x 60</i> Length of stroke <i>36</i></p> <p>No. of revolutions per minute <i>about 56</i></p> <p>Point of cut off <i>about half stroke</i></p> <p>Diameter of screw shaft <i>1 1/2</i></p> <p>Diameter of crank shaft journals</p> <p>Diameter of screw, or of paddle wheel <i>14.6</i></p> <p>Pitch of screw <i>18.0</i></p> <p>No. of blades, <i>4</i> Total surface <i>not ascertained</i></p> <p>No. of bilge pumps <i>2</i> and sizes <i>4 1/4 x 18.</i></p> <p>Do they pump from each compartment <i>from E. Room, aft & fore holds</i></p>	<p>Are all the bilge suction pipes fitted with roses <i>yes</i></p> <p>No. of feed pumps <i>2</i> and sizes <i>3 1/4 x 18</i></p> <p>What gauges are there attached to the engines and boilers ... } <i>1 Steam to each boiler</i> <i>1 Steam 1 Vac 1 Comp</i> <i>to engine</i></p> <p>Description and size of } <i>A) - Double acting in E. Room</i> Donkey Pumps ... } <i>B) Single acting in S. Hold</i></p> <p>Where do they pump } <i>A from sea & bilge</i> from } <i>B " " "</i></p> <p>No. of bilge injections <i>one</i> and sizes <i>4"</i></p> <p>Are they connected to air, or circulating pumps <i>Condenser</i></p> <p>Is there a hand pump in the engine room <i>no, but donkey</i></p> <p>Can it be worked by the main engines <i>can be used</i></p> <p>Is there a deck hose of sufficient length to reach to any part of the vessel } <i>yes.</i></p>
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MAIN BOILERS.

<p>Number <i>Two</i> Description <i>Double ended</i></p> <p>Made by <i>J & J Thomson</i></p> <p>When <i>18 71</i> At <i>Glasgow</i></p> <p>Working pressure <i>56 lbs</i></p> <p>Tested by hydraulic pressure to <i>90 lbs,</i> Date <i>at this repair</i></p> <p>Description of super-heating apparatus } <i>none, but steam chest,</i></p> <p>Can each boiler be worked separately <i>yes</i></p>	<p>Can the super-heater be shut off and the boilers worked separately } <i>none fitted</i></p> <p>Description and area of safety valves on each boiler } <i>2 No's valves each</i> <i>4 1/4 dia</i></p> <p>No. of square feet of fire-grate surface in each boiler } <i>60 sq feet</i></p> <p>Are there separate blow off and brine cocks on each boiler, independent of those on the vessel's skin } <i>yes</i></p> <p>Are all pipes, cocks, roses, and pumps in connection with the machinery accessible at all times..... } <i>yes.</i></p>
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DONKEY BOILER.

<p>Description <i>Vertical,</i></p> <p>Where fixed <i>Stokehold</i></p> <p>Working pressure <i>30 lbs.</i></p>	<p>Tested by hydraulic pressure to _____, Date _____</p> <p>Description and area of safety valves <i>Sever & weight</i></p> <p>No. of square feet of fire grate _____</p>
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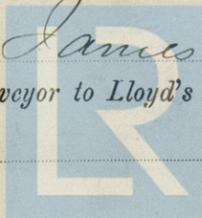
PIPES, COCKS, AND CONNECTIONS.

<p>Are all connections with the sea direct on the skin of the ship } <i>yes</i></p> <p>Are they Kingston valves or common cocks ... } <i>Valves & cocks</i></p> <p>Are they fixed sufficiently high on the ship's side to be seen without lifting the stoke hold plates } <i>not all.</i></p> <p>Are the discharge pipes above or below the deep water line } <i>Below</i></p> <p>Are they each fitted with a discharge valve on the plating of the vessel } <i>yes</i></p>	<p>What pipes are carried through the bunkers <i>Suction to fore hold</i></p> <p>How are they protected <i>under ceiling</i></p> <p>When were the stern tube, propeller, screw shaft, and all connections examined in dry dock } <i>at this survey</i></p> <p>Are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilge } <i>yes.</i></p> <p>Is the screw shaft-tunnel water tight and fitted with a sluice door on bulkhead } <i>yes</i></p>
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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 *Thames* owned by *Temperleys, Carter & Clarke* of the Port of *London* of *105 1/4* Tons Register, and *180* Registered Horse Power, and that they have been carefully inspected and examined by me at *London* and found to be at this date, viz., *April 17th* 18 *78* in good order and safe working condition.

Amount of Fee for Survey £ *4:4:0*
 (Travelling Expenses, if any, £) *Recd J. J. M.*
4.6.48.
James Millon


 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 IRON 479-0090