

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S REPORT ON MACHINERY.

ENGINES.

Description *High Pressure Inverted Direct Acting*
 Made by *Messrs. Hanna Donald & Wilson*
 When *1878* At *Paisley*
 Diameter of cylinder *8 1/2" (two)* Length of stroke *9"*
 No. of revolutions per minute *320*
 Point of cut off *not ascertained*
 Diameter of screw shaft *3"*
 Diameter of crank shaft journals *3"*
 Diameter of screw, ~~and paddle wheel~~ *4 1/2"*
 Pitch of screw *5 1/2"*
 No. of blades, *two* Total surface *✓*
 No. of bilge pumps *One* and sizes *2" x 3 1/4" stroke*
 Do they pump from each compartment *yes*

Are all the bilge suction pipes fitted with roses *yes*
 No. of feed pumps *One* and sizes *1" dia x 3 1/4" stroke*
 What gauges are there attached to the engines and boilers ... *One Steam*
 Description and size of Donkey Pumps ... *None*
 Where do they pump from ...
 No. of bilge injections *None* and sizes
 Are they connected to air, or 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

MAIN BOILERS.

Number *One* Description *Locomotive Principle*
 Made by *Hanna Donald & Wilson*
 When *1878* At *Paisley*
 Working pressure *100 lbs*
 Tested by hydraulic pressure to *200 lbs*, Date *June 26th 1878*
 Description of super-heating apparatus *none*

Can the super-heater be shut off and the boilers worked separately
 Description and area of safety valves on each boiler *(Safety) Spring loaded 4" area*
 No. of square feet of fire-grate surface in each boiler *13 ft²*
 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*

Can each boiler be worked separately is Boiler was made of Steel, Leiman's process, which was tested according to requirements contained in Committee's letter to Greenock of 31st 1877 particulars of which were forwarded to London

Description *none*
 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 ... *Screw down 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 *on ship previous to being launched*
 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 *As Launched*

Manufacturers

I hereby certify that the whole of the above are correct particulars of the Machinery and Boilers of the *Steel* Screw (or ~~Brick~~) Steam Vessel *"Corpedo"* owned by of the Port of of Tons Register, and Registered Horse Power, and that they have been carefully inspected and examined by me at *Paisley* and found to be at this date, viz., *January 7th 1878* in good order and safe working condition.

Amount of Fee for Survey ... £ *1 1 0*
 (Travelling Expenses, if any, £ *1 1 0*)

(100031/7/76.)

The Builder, State this Steam Yacht has been sold to the Greek Government as a Corpedo Boat but no other particulars can be obtained

120474-0134

The machinery of this vessel is
fitted in accordance with
the Rules, and renders the
vessel, of the class,
eligible to have the
certification of Lloyd's
Recorded and a
certificate of fitness
May 31/78

