

21333 Iron

# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

## ENGINEER SURVEYOR'S REPORT ON MACHINERY.

Rev 30/5/18

### ENGINES.

Description *High Pressure Inverted Direct Acting*  
 Made by *Messrs Hanna Donald & Wilson*  
 When *1848* At *Paisley*  
 Diameter of cylinders *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, ~~or of paddle wheel~~ *4 1/2"*  
 Pitch of screw *3 1/2"*  
 No. of blades, *two* Total surface *✓*  
 No. of bilge pumps *One* and sizes *2" x 3 1/2" 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 *2" dia x 3 1/2" 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 *1844* At *Paisley*  
 Working pressure *100 lbs*  
 Tested by hydraulic pressure to *200 lbs*, Date *June 26<sup>th</sup> 1844*  
 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 *(Lateral) Spring loaded 4" area*  
 No. of square feet of fire-grate surface in each boiler *13 ft<sup>2</sup>*  
 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, Leimons process, which was tested according to requirements contained in Committee's letter to Greenwich of 31<sup>st</sup> 1844 particulars of which were DONKEY BOILER 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 usual*

Manufacturers

I hereby certify that the whole of the above are correct particulars of the Machinery and Boilers of the *Steel* Screw (or ~~trunk~~) 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 4<sup>th</sup> 1848* in good order and safe working condition.

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

*James Morrison*  
 Engineer Surveyor to Lloyd's Register of Shipping.

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

IRON 74-0134

The machinery of this vessel is  
fitted in accordance with  
the Rules, and renders the  
vessel, of her class,  
eligible to have the  
certification of Lloyd's  
credited and a  
certificate granted  
May 21/1878



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