

21790 Iron

# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

Rec'd 26/9/78

## ENGINEER SURVEYOR'S REPORT ON MACHINERY.

### ENGINES.

Description *Compound Inverted Surface Condensing*  
 Made by *Blair & Co. (Lem)*  
 When *Sept 18 48* At *Stockton on Tees*  
 Diameter of cylinder *38 1/4"* Length of stroke *45"*  
 No. of revolutions per minute *About 55*  
 Point of cut off *1/2 stroke*  
 Diameter of screw shaft *13 1/2"*  
 Diameter of crank shaft journals *13"* Tunnel shaft *12 1/2" dia*  
 Diameter of screw, or of paddle wheel *16-0*  
 Pitch of screw *14-0*  
 No. of blades, *4* Total surface *Not ascertained*  
 No. of bilge pumps *2* and sizes *4 1/4 x 33" stroke Single Acting*  
 Do they pump from each compartment *For bilge pump draws from ballast tanks in engine room, fore hold & after well after pump draws from port side of engine room & after well*

Are all the bilge suction pipes fitted with roses *Yes*  
 No. of feed pumps *2* and sizes *4 1/4 x 33" stroke Single Acting*  
 What gauges are there attached to the engines and boilers ... *3 Steam 1 Vacuum*  
 Description and size of Donkey Pumps ... *No 1 pump 4 1/2 dia x 4 1/2" stroke Double Acting No 2 5 3/4 x 8 No 3 pumps from ballast tanks, Engine room, fore hold & after well No 2 from sea, fore hold, and ballast tanks*  
 Where do they pump from ...  
 No. of bilge injections *1* and sizes *6"*  
 Are they connected to air, or circulating pumps *Circulating Pump*  
 Is there a hand pump in the engine room *Donkeys work by hand*  
 Can it be worked by the main engines *No*  
 Do they pump from each compartment *Deck hose of sufficient length to reach to any part of the vessel* *Yes*

### MAIN BOILERS.

Number *Two* Description *Cylindrical Multitubular*  
 Made by *Blair & Co. (Lem)*  
 When *Sept 18 48* At *Stockton on Tees*  
 Working pressure *48 lbs*  
 Tested by hydraulic pressure to *156 lbs*, Date *19/4/48*  
 Description of super-heating apparatus *None*  
 Can each boiler be worked separately *Yes*

Can the super-heater be shut off and the boilers worked separately *No superheater*  
 Description and area of safety valves on each boiler *Two spring valves on each boiler Combined area of two valves 25 sq in*  
 No. of square feet of fire-grate surface in each boiler *40.08 sq ft*  
 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 *All except suction pipes & pipes in holds when ship is loaded*

### DONKEY BOILERS.

Description *Vertical Water tubes in furnaces*  
 Where fixed *In stokehole*  
 Working pressure *600 lbs*

Made by *H. Dixon & Co. Ltd. Leeds*  
 Tested by hydraulic pressure to *120*, Date *2/8/48*  
 Description and area of safety valves *1 direct 2 3/8 dia = 8.8 area in each boiler*  
 No. of square feet of fire grate *16.8 sq in* in each boiler

### 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 ... *Stop 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*  
 Manufacturer *Blair & Co. (Lem)*

What pipes are carried through the bunkers *None*  
 How are they protected *None*  
 When were the stern tube, propeller, screw shaft, and all connections examined in dry dock *New*  
 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 *Tunnel not watertight Sluice door fitted*

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 **"Monarch"** owned by *Hutchinson & J. J. Lupton* of the Port of *Newcastle* of *1521* Tons Register, and *280* Registered Horse Power, and that they have been carefully inspected and examined by me at *Stockton - Middlebro* and found to be at this date, viz., *13 Sept 18 48* in good order and safe working condition.

Amount of Fee for Survey ... £ *14-0-0*  
 Travelling Expenses, if any, £ *0-5-0*  
 Rec'd *25/9/48*  
*J.B.*

James Blair  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 West Hartlepool  
 Lloyd's Register Foundation  
 IRON 480-0256

Port of Newcastle No 4058  
 Report on Engines No 115

It is submitted that this  
vessel is eligible to have  
the notification Lloyd's  
in records and  
a certificate granted

J. Milton  
26/9/78



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