

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S REPORT ON MACHINERY.

ENGINES.

Compound
Description *Int. Cyl. Surface Condensing*
Made by *Messrs Gourlay Bros & Co*
When *May* 1878 At *Dundee*
Diameter of cylinder *36 1/2 x 60* Length of stroke *30*
No. of revolutions per minute *90*
Point of cut off *2/16*
Diameter of screw shaft *10 1/4*
Diameter of crank shaft journals *11*
Diameter of screw, ~~or of paddle wheel~~ *12 1/2*
Pitch of screw *15 1/2*
No. of blades, *4* Total surface *68 feet*
No. of bilge pumps *one* and sizes *6 1/2 Dia 8" Stroke*
Do they pump from each compartment *yes* *Double Acting*

Are all the bilge suction pipes fitted with roses *yes*
No. of feed pumps *one* and sizes *6 1/2 Dia 8" Stroke D.A.*
What gauges are there attached to the engines and boilers ... *Two water each boiler two pressure in stoke hold. one each on engines*
Description and size of Donkey Pumps ... *one Vertical 6" Dia 7" Stroke 3 1/2" Dia double acting pump*
Where do they pump from ... *Sea, Hotwell, bilge to boilers through shipside and on Deck*
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? *yes*

MAIN BOILERS.

Number *Two* Description *Circular Tubular*
Made by *Messrs Gourlay Bros & Co*
When *May* 1878 At *Dundee*
Working pressure *66 lbs*
Tested by hydraulic pressure to *132 lbs*, Date *4.5.78*
Description of super-heating apparatus *Horizontal Drombs*
Can each boiler be worked separately *yes*

Can the super-heater be shut off and the boilers worked separately - - -
Description and area of safety valves on each boiler ... *Two Adams Patent Spring for each boiler 25 1/2 area*
No. of square feet of fire-grate surface in each boiler *47.5 feet*
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. - - -

DONKEY BOILER.

Description *Round Vertical 4 1/8 x 10 1/2 x 4 tubes*
Where fixed *Stoke hold*
Working pressure *50 lbs*

Tested by hydraulic pressure to *100*, Date *4.5.78*
Description and area of safety valves *two direct 6.28 area*
No. of square feet of fire grate *12 feet*

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 ... *Cocks & 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 - - -
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 - - -

Goulden Brothers & Co Manufacturer.

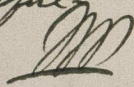
I hereby certify that the whole of the above are correct particulars of the Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel *"Stork"* owned by *General Steam Navigation Co* of the Port of *London* of *598* Tons Register, and *165* Registered Horse Power, and that they have been carefully inspected and examined by me at *Dundee* and found to be at this date, viz., *8th June* 1878 in good order and safe working condition.

Amount of Fee for Survey ... £ *5.10.0*

(Travelling Expenses, if any, £)

John Sturrock Engineer Surveyor to Lloyd's Register of Shipping.

The Machinery and Boilers of this vessel
were inspected by the Engineer Surgeon at
Dundee - while they were building they
are fitted in accordance with the
Rules submitted that she is
eligible to have the notification
by the M. C. and a Machinery
Certificate it was not
intended to close this
vessel when she
left Dundee - in
this report would
have been sent in
before


15.8.28

(No. 22240)



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