

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S REPORT ON MACHINERY.

ENGINES.

Rec 11/12/78

Description *Comp'd. Mtd. D. A. Spec Condor*
Made by *J. Penn & Son*
When 1873 At *London*
Diameter of cylinder *18 23/41"* Length of stroke *24"*
No. of revolutions per minute *72*
Point of cut off *Variable*
Diameter of screw shaft *7"*
Diameter of crank shaft journals *7"*
Diameter of screw, ~~on of paddle wheel~~ *7 ft*
Pitch of screw *9 1/2 6"*
No. of blades, *3* Total surface *17 ft.*
No. of bilge pumps *1* and sizes *3 1/4" diam*
Do they pump from each compartment *From E.R. only. sluice in bulkheads.*

Are all the bilge suction pipes fitted with roses *Yes*
No. of feed pumps *1* and sizes *3 1/4"*
What gauges are there attached to the engines and boilers ... *1 Pressure on boiler 1 - do - & 1 Vacuum in E.R.*
Description and size of Donkey Pumps ... *2 Donkeys 6" plunger D.A.*
Where do they pump from ... *Sea & bilges. To Boiler. Deck and overboard.*
No. of bilge injections *1* and sizes *2 1/2"*
Are they connected to air, or circulating pumps, *Air.*
Is there a hand pump in the engine room *No*
Can it be worked by the main engines *—*
Is there a deck hose of sufficient length to reach to any part of the vessel *Yes.*

MAIN BOILERS.

Number *1* Description *Cyl and Retn Subular*
Made by *Messrs Jack & Co.*
When 1878 At *Liverpool*
Working pressure *60*
Tested by hydraulic pressure to *120*, Date *19th July 1878.*
Description of super-heating apparatus *Not any.*
Can each boiler be worked separately *One only.*

Can the super-heater be shut off and the boilers worked separately *Not any.*
Description and area of safety valves on each boiler *2 of Spring = 9.6 area each.*
No. of square feet of fire-grate surface in each boiler *36 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. *Yes*

DONKEY BOILER.

Description *Cyl and vertical.*
Where fixed *On deck*
Working pressure *40 lbs.*

Tested by hydraulic pressure to *—*, Date *—*
Description and area of safety valves *2 of Lever & spring = 3 1/2 area each*
No. of square feet of fire grate *11 ft.*

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 ... *1 Kingston all others c cocks.*
Are they fixed sufficiently high on the ship's side to be seen without lifting the stoke hold plates *Not all.*
Are the discharge pipes above or below the deep water line *Level*
Are they each fitted with a discharge valve on the plating of the vessel *Yes*

What pipes are carried through the bunkers *Not any*
How are they protected *—*
When were the stern tube, propeller, screw shaft, and all connections examined in dry dock *At this time*
Are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilge *Please see rept of repair and recommendation appended.*
Is the screw shaft-tunnel water tight and fitted with a sluice door on bulkhead *No. Engines are fitted close to aft peak bulkhead*

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 *"Windermere"* owned by *J. D. A. Samuda* of the Port of *London* of *469* Tons Register, and *60* Registered Horse Power, and that they have been carefully inspected and examined by me at *Liverpool* and found to be at this date, viz., *2d October* 1878 in good order and safe working condition) *As shown in Rept appended*

Amount of Fee for Survey ... £2 :2 :.. Recd 9/12/78
(Travelling Expenses, if any, £)

J. G. Kingham
Engineer Surveyor to Lloyd's Register of Shipping.

General Committee
Minutes 19th Dec 1877

To remain as closed
N.W.



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Foundation