

S.S. "Saxon Monarch" 22647 Iron

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S REPORT ON MACHINERY.

ENGINES.

Recd 29/11/79

<p>Description <i>Compound. Inverted Surface Condensing</i></p> <p>Made by <i>Blair & Co. (Lm)</i></p> <p>When <i>January 18/79</i> At <i>Stockton on Tees</i></p> <p>Diameter of cylinder <i>32 x 60</i> Length of stroke <i>39</i></p> <p>No. of revolutions per minute <i>About 60</i></p> <p>Point of cut off <i>1/2 stroke</i></p> <p>Diameter of screw shaft <i>11 1/2"</i></p> <p>Diameter of crank shaft journals <i>11" Tunnel shaft 10 1/4 dia</i></p> <p>Diameter of screw, or of paddle wheel <i>14.6"</i></p> <p>Pitch of screw <i>About 16.0"</i></p> <p>No. of blades, <i>4</i> Total surface <i>Not ascertained</i></p> <p>No. of bilge pumps <i>2</i> and sizes <i>4 x 28" etc. Single Acting</i></p> <p>Do they pump from each compartment <i>For Pump draws from all ballast tanks, engine room, after well - fore hold. After Pump draws from after well - engine room</i></p>	<p>Are all the bilge suction pipes fitted with roses <i>Yes</i></p> <p>No. of feed pumps <i>2</i> and sizes <i>4 x 28" etc. Single Acting</i></p> <p>What gauges are there attached to the engines and boilers ... <i>3 Steam 1 Vacuum</i></p> <p>Description and size of Donkey Pumps ... <i>20/1 pumps 7 1/2 dia x 9 3/4" etc. Double Acting 2 1/2" 4" x 8"</i></p> <p>Where do they pump from ... <i>Room, after well - fore hold, 2 1/2" pumps from sea, hotwell, ballast tanks - engine room</i></p> <p>No. of bilge injections <i>1</i> and sizes <i>6"</i></p> <p>Are they connected to air, or circulating pumps <i>Circulating Pumps</i></p> <p>Is there a hand pump in the engine room <i>Donkeys work by hand</i></p> <p>Can it be worked by the main engines <i>No</i></p> <p>Is there a deck hose of sufficient length to reach to any part of the vessel? <i>Yes</i></p>
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MAIN BOILERS.

<p>Number <i>Two</i> Description <i>Cylindrical. Multitubular</i></p> <p>Made by <i>Blair & Co. (Lm)</i></p> <p>When <i>January 18/79</i> At <i>Stockton on Tees</i></p> <p>Working pressure <i>7 1/2 lbs per sq in.</i></p> <p>Tested by hydraulic pressure to <i>15 1/4 lbs per sq in. 20/11/78</i></p> <p>Description of super-heating apparatus <i>None</i></p> <p>Can each boiler be worked separately <i>Yes</i></p>	<p>Can the super-heater be shut off and the boilers worked separately? <i>No Superheater</i></p> <p>Description and area of safety valves on each boiler <i>Two spring valves on each boiler Combined area of two valves 19.2 sq in</i></p> <p>No. of square feet of fire-grate surface in each boiler <i>32.08</i></p> <p>Are there separate blow off and brine cocks on each boiler, independent of those on the vessel's skin? <i>Yes</i></p> <p>Are all pipes, cocks, roses, and pumps in connection with the machinery accessible at all times. <i>All except suction pipes - present in holds when ship is loaded</i></p>
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DONKEY BOILER

<p>Description <i>Vertical. Water tubes in furnace</i></p> <p>Where fixed <i>In Stockhole</i></p> <p>Working pressure <i>7 1/2 lbs per sq in.</i></p>	<p>Made by <i>H. Poffin Stockton on Tees</i></p> <p>Tested by hydraulic pressure to <i>14 1/2 lbs per sq in. Date 29/11/78</i></p> <p>Description and area of safety valves <i>1 direct 2 1/8 dia = 10.8 sq in 1 lever 2 3/8" = 19.63 sq in.</i></p> <p>No. of square feet of fire grate <i>19.63 sq in.</i></p>
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PIPES, COCKS, AND CONNECTIONS.

<p>Are all connections with the sea direct on the skin of the ship? <i>Yes</i></p> <p>Are they Kingston valves or common cocks ...? <i>Stop valves and Cocks</i></p> <p>Are they fixed sufficiently high on the ship's side to be seen without lifting the stoke hold plates ...? <i>Yes</i></p> <p>Are the discharge pipes above or below the deep water line? <i>Above</i></p> <p>Are they each fitted with a discharge valve on the plating of the vessel? <i>Yes</i></p> <p><i>Geo Blair & Co</i> <i>St Blair</i></p>	<p>What pipes are carried through the bunkers? <i>None</i></p> <p>How are they protected? <i>"</i></p> <p>When were the stern tube, propeller, screw shaft, and all connections examined in dry dock? <i>New</i></p> <p>Are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilge? <i>Yes</i></p> <p>Is the screw shaft-tunnel water tight and fitted with a sluice door on bulkhead? <i>Tunnel not watertight - Sluice door fitted</i></p> <p style="text-align: center;"><i>Manufacturers of Engines & Main Boilers only</i></p>
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I hereby certify that the above are correct particulars of the Machinery and Boilers of the Iron (~~or Wood~~) Screw (~~or Paddle~~) Steam Vessel *"Saxon Monarch"* owned by *John Patton & Co* of the Port of *London* of *1171* Tons Register, and *160* Registered Horse Power, and that they have been carefully inspected and examined by me at *Stockton on Tees* and found to be at this date, viz., *8th January 1879* in good order and safe working condition.

Amount of Fee for Survey ... £ *8.0.0*
 Certificate ... £ *0.5.0*
 Selling Expenses, if any, £ *0.0.0*

James Blair
Engineer Surveyor to Lloyd's Register of Shipping.

Report of (if any) on Hull of Vessel. *Report on Engines No. 144*
 Port of Call. *Stockton on Tees*
 No. *4116*

149482-0339

The Machinery and Boilers of this
vessel are fitted in accordance with
the Committee requirements submitted
that she is eligible to have
Slugs M.C. and a machinery
certificate Jan. 8th July 1879.

M 31.1.79



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