

N. 200.

S. S. "Velocity"

23826 Iron

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S REPORT ON MACHINERY.

ENGINES.

Description *Compound Inverted Surface Condensing*
 Made by *Blair & Co. (Lim)*
 When *May 18/9* At *Stockholm on Ice*
 Diameter of cylinder *19" x 36* Length of stroke *24"*
 No. of revolutions per minute *About 85*
 Point of cut off *About 1/2 stroke*
 Diameter of screw shaft *7"*
 Diameter of crank shaft journals *6 3/4"*
 Diameter of screw, or of paddle wheel *8' 0"*
 Pitch of screw *About 12'-0"*
 No. of blades, *4* Total surface *Not ascertained*
 No. of bilge pumps *1* and sizes *3" x 1/2" Single Acting*
 Do they pump from each compartment *From hold & engine room*

Are all the bilge suction pipes fitted with roses *Yes*
 No. of feed pumps *1* and sizes *3" x 1/2" Single Acting*
 What gauges are there attached to the engines and boilers ... *1 Steam*
 Description and size of Donkey Pumps ... *One donkey pump - Pump 18" dia x 8" stroke*
 Where do they pump from *From sea, between fore hold & engine room*
 No. of bilge injections *1* and sizes *2 1/2"*
 Are they connected to air, or circulating pumps *Circulating pump*
 Is there a hand pump in the engine room *Donkey works by hand*
 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 *One* Description *Cylindrical Multitubular*
 Made by *Blair & Co. (Lim)*
 When *May 18/9* At *Stockholm on Ice*
 Working pressure *81 lbs*
 Tested by hydraulic pressure to *162 lbs*, Date *9/5/99*
 Description of super-heating apparatus *None*
 Can each boiler be worked separately *Only one boiler on ship*

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 3" dia Combined area 14.13 sq in*
 No. of square feet of fire-grate surface in each boiler *30 sq 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 *Except suction pipes & roses in hold when ship is loaded*

DONKEY BOILER.

Description *No Donkey Boiler*
 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 ... *Stop valves & 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 *About level*
 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 *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 *No tunnel*

Robt Blair & Co Ltd Manufacturer.
24 Blair

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 *Velocity* owned by *Great Grimsby Ice Coy* of the Port of *Grimsby* of *102.45* Tons Register, and *50* Registered Horse Power, and that they have been carefully inspected and examined by me at *Stockholm & Middlesbrough* and found to be at this date, viz., *28th May 18/9* in good order and safe working condition.

Amount of Fee for Survey ... £ *2:10:*
 Certificate (Travelling Expenses, if any, £ *5:*)

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

The engines and boiler of this vessel are
reported to be constructed in
accordance with the Rules
and to be in good order
& safe working condition.

It is submitted that
the vessel is eligible to
have a Machinery

Certificate and the
"notation of"
Lloyd's No. 5, 79.

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16.6.79



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