

SHIP'S NAME *Malaga*

24863 Iron

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S REPORT ON MACHINERY.

ENGINES.

Rec 23/10/99

Port Glasgow No. 4975 Report (if any) on Hull of Vessel.

Description *Compound inverted direct acting*
 Made by *Messrs A Stephen & Sons*
 When *1879* At *Glasgow*
 Diameter of cylinder *53 1/2 x 40 1/2* Length of stroke *36*
 No. of revolutions per minute *45*
 Point of cut off *1/2 stroke*
 Diameter of screw shaft *10 1/2 x 9 1/2*
 Diameter of crank shaft journals *10*
 Diameter of screw, or of paddle wheel *14 1/2*
 Pitch of screw *14 1/2*
 No. of blades, *four* Total surface *50 ft²*
 No. of bilge pumps *two* and sizes *4 dia x 20 stroke*
 Do they pump from each compartment *yes*

Are all the bilge suction pipes fitted with roses *yes*
 No. of feed pumps *two* and sizes *4 dia x 20 stroke*
 What gauges are there attached to the engines and boilers ... *Three Steam One Vacuum*
 Description and size of Donkey Pumps ... *One Compound Double acting 8 x 4 x 8*
 Where do they pump from ... *From the Sea Bilge & Boilers*
 No. of bilge injections *One* and sizes *4 1/2*
 Are they connected to air, or circulating pumps *to Circulating*
 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 *Round Horizontal*
 Made by *A Stephen & Sons*
 When *1879* At *Glasgow*
 Working pressure *45 lbs*
 Tested by hydraulic pressure to *150 lbs*, Date *25.9.99*
 Description of super-heating apparatus *no super a Receiver is fitted on each Boiler*
 Can each boiler be worked separately *yes*

Can the super-heater be shut off and the boilers worked separately *yes*
 Description and area of safety valves on each boiler ... *two Direct Spring each 12.56 area*
 No. of square feet of fire-grate surface in each boiler *35 ft²*
 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 *Round Vertical*
 Where fixed *In Stokehold*
 Working pressure *50 lbs*

Tested by hydraulic pressure to *100 lbs*, Date *18.9.99*
 Description and area of safety valves *two Direct Spring each 4 area 12.6 ft²*
 No. of square feet of fire grate *12.6 ft²*

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 ... *screw down 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 *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 *none*
 When were the stern tube, propeller, screw shaft, and all connections examined in dry dock *On Slip previous to being launched*
 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 *yes*

A. Stephen & Sons 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 *Malaga* owned by *P. M. Loman & Coy* of the Port of *Hamburg* of *886* Tons Register, and *150* Registered Horse Power, and that they have been carefully inspected and examined by me at *Glasgow* and found to be at this date, viz., *Oct 14th 1879* in good order and safe working condition.

Amount of Fee for Survey ... £ *4:10:00*
 (Travelling Expenses, if any, £ *2:2:00*)

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

Testing Donkey Boiler £2-2-0

The engines and boiler of this vessel
appear to be satisfactory, and
renders the vessel eligible to have
the notation of Lloyd's Reg. 10.79
and a corresponding
Certificate of
Machinery.

MP 23.10.79



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