

S. J. Bassano

251779w

# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

## ENGINEER SURVEYOR'S REPORT ON MACHINERY.

### ENGINES.

Description *Vert<sup>l</sup> in<sup>d</sup> compound surface condensing*  
 Made by *Richardson*  
 When *1872* At *Hullport*  
 Diameter of cylinder *21 3/4* Length of stroke *36*  
 No. of revolutions per minute *65*  
 Point of cut off *20 3/4* + *16*  
 Diameter of screw shaft *11 inches*  
 Diameter of crank shaft journals *12 pins & 11 journals*  
 Diameter of screw, or of paddle wheel *14 1/4*  
 Pitch of screw *17 feet mean*  
 No. of blades, *3* Total surface *63*  
 No. of bilge pumps *2* and sizes *7 3/8 dia x 6 1/2*  
 Do they pump from each compartment *main & after holds & Engine room.*

Are all the bilge suction pipes fitted with roses *Yes*  
 No. of feed pumps *2* and sizes *3 3/4* + *3 1/2*  
 What gauges are there attached to the engines and boilers ... *3 Steam & 1 Vacuum & 1 variable sea water gauges.*  
 Description and size of Donkey Pumps ... *2 Bleating Pump. Cy<sup>r</sup> 7 3/4. Ram 4 3/8. + 9 stroke*  
 Where do they pump from ... *dry dock Engine room - Holds & hold + Sea - delivers to Boiler deck & harbour.*  
 No. of bilge injections *one* and sizes *4 1/4* Suction (India rubber valve)  
 Are they connected to air, or circulating pumps *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 *No. - 1 on fire main on upper deck.*

### MAIN BOILERS.

Number *2* Description *Circular, multitubular with small domes*  
 Made by *Richardson*  
 When *1872* At *Hullport*  
 Working pressure *65 lbs.*  
 Tested by hydraulic pressure to \_\_\_\_\_, Date \_\_\_\_\_  
 Description of super-heating apparatus *none*  
 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 dead load Ea. 4 1/4 dia (base) = area 28 sq. inches*  
 No. of square feet of fire-grate surface in each boiler *44 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. *Yes, except main hold when cargo is in.*

### DONKEY BOILER.

Description *Circular, multitubular, able made*  
 Where fixed *On deck*  
 Working pressure *50 lbs.*

Tested by hydraulic pressure to *100 lbs.*, Date *6/11/79*  
 Description and area of safety valves *2 spring loaded Ea. 3 dia area =*  
 No. of square feet of fire grate *16.5*

### 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 ... *Crew down valves & Common cocks.*  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stoke hold plates ... *No*  
 Are the discharge pipes above or below the deep water line *Circulator, below - & one pipe common to both Bilge pumps & Rambley is above*  
 Are they each fitted with a discharge valve on the plating of the vessel *Circulator - Yes Bilge pump - No.*  
 Manufacturer.

What pipes are carried through the bunkers *Bilge pump discharge*  
 How are they protected *Hard casing*  
 When were the stern tube, propeller, screw shaft, and all connections examined in dry dock *See Mr Milton's report of 3 June 79*  
 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 *Tunnel not water tight. Sluice door fitted.*

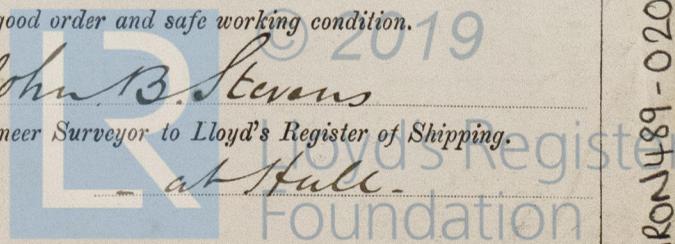
I hereby certify that the whole of the above are correct particulars of the Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel *Bassano* owned by *Mess<sup>rs</sup> Wm Wilson, Sons & Co* of the Port of *Hull* of *1179* Tons Register, and *260* Registered Horse Power, and that they have been carefully inspected and examined by me at *Hull* and found to be at this date, viz., *1<sup>st</sup> Decr* 1879 in good order and safe working condition.

Amount of Fee for Survey ... £ - - -

(Travelling Expenses, if any, £ - - -)

(1000/31/7/76.)

*John B. Stevens*  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 at *Hull*.



IRON 489-0206