

SHIP'S NAME

S. J. Glenrath

2534 *Inv*

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S REPORT ON MACHINERY.

ENGINES.

Rec 8/12/79

Description *Inverted, Comp. Turbine condensing.*
Made by *Palmers & Co. Ltd*
When *Nov* 1879 At *Newcastle*
Diameter of cylinder *3'0" x 6'0"* Length of stroke *3'3"*
No. of revolutions per minute *about 60*
Point of cut off *About half stroke*
Diameter of screw shaft *10 3/4", tunnel 10"*
Diameter of crank shaft journals *11"*
Diameter of screw, or of paddle wheel *15 ft 6"*
Pitch of screw *Centre of efft 16 ft 1 in*
No. of blades, *4* Total surface *36 sq feet*
No. of bilge pumps *2* and sizes *4 1/4" x 18"*
Do they pump from each compartment *yes*

Are all the bilge suction pipes fitted with roses *yes*
No. of feed pumps *2* and sizes *4 1/4" x 18"*
What gauges are there attached to the engines and boilers ... *1 Steam, 1 barum, 1 Comp in Engine Room, 2 Steam in S.H., 1 Ballast 9" x 12" & noting*
Description and size of Donkey Pumps ... *Feed 4" x 8" do do 5" in ES, 3" in S.H., 1" in each tank*
Where do they pump from ... *1 do in F.H., 1 do in each tank, 1 do tunnel well, 1 do aff tanks*
No. of bilge injections *1* and sizes *5" diam*
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 *no*
Is there a deck hose of sufficient length to reach to any part of the vessel *yes*

MAIN BOILERS.

Number *Two* Description *Cylindrical, tubular*
Made by *Palmers & Co. Ltd*
When *November 1879* At *Newcastle*
Working pressure *80 lb*
Tested by hydraulic pressure to *160 lb*, Date *28.10.79*
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 *no Superheaters*
Description and area of safety valves on each boiler ... *2 Spring valves 4" diam - 25" sq in area*
No. of square feet of fire-grate surface in each boiler *45 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 *yes*

DONKEY BOILER.

Description *Upright, cylindrical*
Where fixed *Stokehold*
Working pressure *50 lb*

Tested by hydraulic pressure to *100 lb*, Date *8.10.79*
Description and area of safety valves *1 dead weight 3 3/4" dia*
No. of square feet of fire grate *15 1/2*

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 ... *2 Screw valves others 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 *no*
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 *yes*

Manufacturer *S.*

(No. of Visits 6).

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 *"Glenrath"* owned by *Messrs Lindsay, Gracie & Co.*
of the Port of *Leith* of *1109.12* Tons Register, and *700* Registered Horse Power,
and that they have been carefully inspected and examined by me at *Newcastle*
and found to be at this date, viz., *November 21 1879* in good order and safe working condition.

Amount of Fee for Survey ... £24 0 0
(Travelling Expenses, if any, £ 0 5 0)

John Brockat
Engineer Surveyor to Lloyd's Register of Shipping.

North Shields

Report (if any) on Hull of Vessel. Port of Newcastle No. 14623

180489-0536

It is submitted that this
must be a clerical error
in the original. The
Register of the
Bark and a certificate
dated 21st Nov
1879

The
1879



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