

SHIP'S NAME *S. J. Glenrath*

2534 Juv

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S REPORT ON MACHINERY.

ENGINES.

Recd 8/12/79

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

Description *Inverted, Comp. Surface condensing.*
 Made by *Palmer's Coy. Leith*
 When *Nov* 1879 At *Leith*
 Diameter of cylinder *30 & 60* Length of stroke *33*
 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 effort 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 barometer, 1 Comp in Engine Room, 2 Steam in S.H., 1 Cellast 9" x 12" A testing*
 Description and size of Donkey Pumps ... *Feed 4" x 8" do do 5" in ES, 3" in S.H., 1" in each*
 Where do they pump from ... *1 do in F.H., 1 Section in each Sea, do tunnel well, 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 *Palmer's Coy. Leith*
 When *November* 1879 At *Leith*
 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.

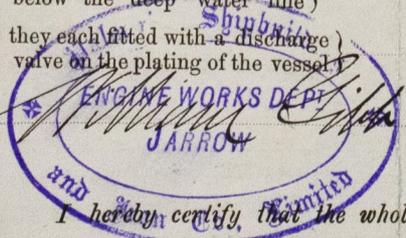
Description *Upright, cylindrical*
 Where fixed *Stokehold*
 Working pressure *50 lb*

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 *Leith* 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
01/12/79

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

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must be clear-cut have the
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