

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING,

ENGINEER SURVEYOR'S CERTIFICATE & REPORT.

No. 12/5776

ENGINES.

Description *Inverted Compound, surface Condensing.*
 Made by *Mr. John Dickinson, Sunderland.*
 In the year *1876.*
 Present condition *new*
 Diameter of cylinder *one HP. 25" & one LP 48"*
 Length of stroke *33 inches.*
 No. of revolutions per minute *about 65.*
 Point of cut off *1/2 stroke.*
 Paddle, or Screw *Screw.*
 Nominal Horse Power *98.*
 Diameter of screw, or of paddle wheel *11' 6".*
 Pitch of screw *16' 0".*
 No. of blades, *4.* total surface *36 sq. feet.*
 No. of bilge pumps *2* and size *3 1/2 dia. x 16 1/2 stroke.*

pump from each compartment *yes.*
 provision made for pumping *yes.*
 the wings of the stoke hold

Are all the bilge suction pipes fitted with roses *yes.*
 What vacuum and steam gauges are there attached to the engines and boilers *1 vacuum gauge on Condenser, 1 steam in engine room, 1 do in stoke hole.*
 No. of feed pumps *2.* and sizes *3 1/2 dia. x 16 1/2 stroke*
 Description and size of *Inverted Cyl. 7 dia x 5 stroke*
 Donkey Engine... *Pump 3 1/4 " x 5 "*
 Will it feed the boilers, pump from the bilges, and pump on deck *yes.*
 Can it be driven by steam from a separate boiler *yes.*
 No. of bilge injections *one* and sizes *4".*
 Are they fitted with non return valves *yes.*
 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.*

CONNECTIONS ON HULL.

connections with the sea *yes.*
 on the skin of the ship
 Kingston valves or common cocks *stop valves & Cocks,*
 fixed sufficiently high on ship's side to be seen out lifting the stoke hold *no.*
 discharge pipes above or below the deep water line *above.*
 each fitted with a discharge on the plating of the vessel *yes.*

Are any pipes carried through the bunkers *none.*
 If so state how protected
 When was the stern tube, propeller, screw shaft, and all connections examined in dry dock *all new. Jan'y/76.*
 How are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilge *non return valves.*
 Have the bilge suction non-return valves fitted or not *not fitted.*

BOILERS.

One.
 on *Cylindrical & Multitubular.*
 by *Mr. J. Dickinson.*
 in *1876.*
 condition *new.*
 it extensively repaired *new.*
 pressure *70 lbs per sq. inch.*
 tested by hydraulic pressure *Nov. 1875.*
 pressure tested *140 lbs per sq. inch.*
 or-heating apparatus *none.*
 it
 boiler be worked separately *yes.*
 boiler fitted with a separate steam gauge *yes.*

Can the super-heater be shut off and the boilers worked separately
 No. of safety valves on each boiler *2.*
 Description and area of each safety valve *Spring 4 dia. = 12.5 area.*
 No. of square feet of fire-grate surface in each boiler *49 1/2*
 Is there a separate blow off and brine cock on each boiler, independent of those on the vessel's skin *yes.*
 Is the screw shaft tunnel water tight and fitted with a sluice door on bulkhead *Tunnel not watertight. Sluice door fitted*
 Are all pipes, cocks, and roses in connection with these boilers accessible to the engineer at all times *yes.*

John Dickinson Manufacturer.

*I was present when steam was raised and engines looked. Jan'y 13th 76
 Steam 68 lbs vacuum 27 ins - Engines looked slowly on account of the morning. - W. A.*

I hereby certify that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel *"Medusa"* owned by *James Laing* of the Port of *Sunderland* of *719.07* Tons Register, and *98.* Nominal Horse Power, have been carefully inspected and examined by *me* at *Sunderland.* and found to be at this date, viz., *Feb'y 11th* 1876. in good order and safe working condition.

Survey fee £3 - 3 - 0

(1000/28/8/75.)

Certificate - *5 - 0* Received at Sunderland *28/4/76 by W. A.*
3 - 8 - 0

William Allison.
 Engineer Surveyor to Lloyd's Register of Shipping.

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