

REPORT ON MACHINERY.

BOX CASE

9566

No. 9566 Port of Greenock
 No. in Survey held at Greenock & Port Glasgow Date, first Survey 26th Decr. 1877 Last Survey 28th Augt. 1888
 Reg. Book. on the "S.S. Lord Roseberry" (Number of Visits 78) Tons 1264.57
807.68
 Master J. Porteous Built at Port Glasgow By whom built Russell & Co. When built 1888
 Engines made at Greenock By whom made Kineaid & Co. (Lim^d) when made 1888
 Boilers made at Glasgow By whom made H. Wallace & Co. when made 1888
 Registered Horse Power 98 Owners J. & A. Myllie Port belonging to London

GINES, &c.—
 Description of Engines Compound Inverted Direct Acting Triple Expansion
 Diameter of Cylinders 17.28" & 45" Length of Stroke 36" No. of Rev. per minute 80 Point of Cut off, High Pressure 19" Low Pressure 19"
 Diameter of Screw shaft 9" Diam. of Tunnel shaft 8 1/2" Diam. of Crank shaft journals 9" Diam. of Crank pins 9 1/2" size of Crank webs 10 1/2" x 6 1/2"
 Diameter of screw 12.0" Pitch of screw 14.0" No. of blades Four state whether moveable no total surface 53 1/2 square feet
 No. of Feed pumps Two diameter of ditto 2 1/2" Stroke 36" Can one be overhauled while the other is at work yes
 No. of Bilge pumps Two diameter of ditto 2 1/2" Stroke 36" Can one be overhauled while the other is at work yes
 Where do they pump from Engine room & Cargo holds, after end of tunnel & sea
 No. of Donkey Engines Two Size of Pumps 8" x 10" & 3" x 3" Where do they pump from Large size from sea and
ballast tanks. Small size from sea. Bilges. Hot well & for ballast tank.
 Are all the bilge suction pipes fitted with roses yes Are the roses always accessible yes Are the sluices on Engine room bulkheads always accessible yes
 No. of bilge injections one and sizes 4 1/2" Are they connected to condenser, or to circulating pump Circulating pump.
 How are the pumps worked By crosshead.
 Are all connections with the sea direct on the skin of the ship yes Are they Valves or Cocks both.
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the discharge pipes above or below the deep water line Away
 Are they each fitted with a discharge valve always accessible on the plating of the vessel yes Are the blow off cocks fitted with a spigot and brass covering plate yes
 What pipes are carried through the bunkers None How are they protected
 Are all pipes, cocks, valves, and pumps in connection with the machinery accessible at all times yes
 Are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilges yes
 When were stern tube, propeller, screw shaft, and all connections examined in dry dock On slip before vessel was launched.
 Is the screw shaft tunnel watertight yes and fitted with a sluice door yes worked from Engine room top platform.

BOILERS, &c.—
 Description See Glasgow Report attached Whether Steel or Iron
 Working Pressure Tested by hydraulic pressure to Date of test
 Description of superheating apparatus or steam chest
 Can each boiler be worked separately Can the superheater be shut off and the boiler worked separately
 Area of square feet of fire grate surface in each boiler Description of safety valves No. to each boiler
 Area of each valve Are they fitted with easing gear No. of safety valves to superheater area of each valve
 Are they fitted with easing gear Smallest distance between boilers and bunkers or woodwork Diameter of boilers
 Length of boilers description of riveting of shell long. seams circum. seams Thickness of shell plates
 Diameter of rivet holes whether punched or drilled pitch of rivets Lap of plating
 Percentage of strength of longitudinal joint working pressure of shell by rules size of manholes in shell
 No. of compensating rings No. of Furnaces in each boiler
 Side diameter length, top bottom thickness of plates description of joint if rings are fitted
 Greatest length between rings working pressure of furnace by the rules combustion chamber plating, thickness, sides back top
 No. of stays to ditto, sides back top If stays are fitted with nuts or riveted heads working pressure of plating by
 rules Diameter of stays at smallest part working pressure of ditto by rules end plates in steam space, thickness
 No. of stays to ditto how stays are secured working pressure by rules diameter of stays at
 smallest part working pressure by rules Front plates at bottom, thickness Back plates, thickness
 Greatest pitch of stays working pressure by rules Diameter of tubes pitch of tubes thickness of tube
 Plates, front back how stayed pitch of stays width of water spaces
 Diameter of Superheater or Steam chest length thickness of plates description of longitudinal joint diam. of rivet holes
 No. of rivets working pressure of shell by rules diameter of flue thickness of plates If stiffened with rings
 Between rings working pressure by rules end plates of superheater, or steam chest; thickness how stayed
 Superheater or steam chest; how connected to boiler

DONKEY BOILER—

Description

See Glasgow Report attached.

when made

where fixed

Made at

by whom made

Working pressure

tested by hydraulic pressure to

No. of Certificate

fire grate area

description of safety

valves

No. of safety valves

area of each

if fitted with easing gear

if steam from main boilers can

enter the donkey boiler

diameter of donkey boiler

length

description of riveting

Thickness of shell plates

diameter of rivet holes

whether punched or drilled

pitch of rivets

lap of plating

per centage of strength of joint

thickness of crown plates

stayed by

description of joint

Diameter of furnace, top

bottom

length of furnace

thickness of plates

working pressure of shell by rules

Thickness of furnace crown plates

stayed by

thickness of plates

thickness of water tubes

Working pressure of furnace by rules

diameter of uptake

SPARE GEAR.

State the articles supplied:—

*Propeller. 2 top & 2 bottom end bolts & nuts. 2 main
bearing bolts. 1 set of coupling bolts. 1 set of feed & bilge pump valves. 1 set of
L.P. piston springs. a quantity of bolts, nuts & iron assorted.*

The foregoing is a correct description,

PRO KINCAID & CO., LIMITED.

Manufacturer.

Thos. Greenock

General Remarks

(State quality of workmanship, opinions as to class, &c.)

*These Engines have been specially surveyed during Construction
quality of workmanship good. Main steam pipe tested by hydraulic pressure
to 300 lbs per square inch. Shafts exam^d when being turned and found satisfactory.
Engines and Boilers satisfactorily fitted on board and tested under full
steam they are now in good order and safe working condition. And are in
my opinion eligible to be noted in the Register Book L.M.C. 8.88.*

*Amount of Special Fee (£4.18/-) and all Donkey Fee (£2.7/-) = £7.
to be credited to Glasgow Office*

*This submitted that has
been & signed by me
re cord + 29/8/88*

The amount of Entry Fee

£ 1 : 0 : 0 received by me,

Special

£ 14 : 14 : 0

Donkey Boiler Fee

£ 2 : 2 : 0

Certificate (if required)

£ gratis 29/8/1888

To be sent as per margin.

(Travelling Expenses, if any, £

2/8)

Committee's Minute

FRIDAY 31 AUGUST 1888

+ dm 6 888

Engineer Surveyor to Lloyd's Register of British & Foreign Shipping

A. L. Meron

Greenock District

Lloyd's Register
Foundation