

James L. Breaks,
FLEET ENGINEER

To any Officer in the
To be sent to me at once
if left on board of any
Ship - or at depot.

James L. Breaks
2/2/92

2

How many
miles

Nelson

Eng^r Mr. Pollock
Hollies Dunlop

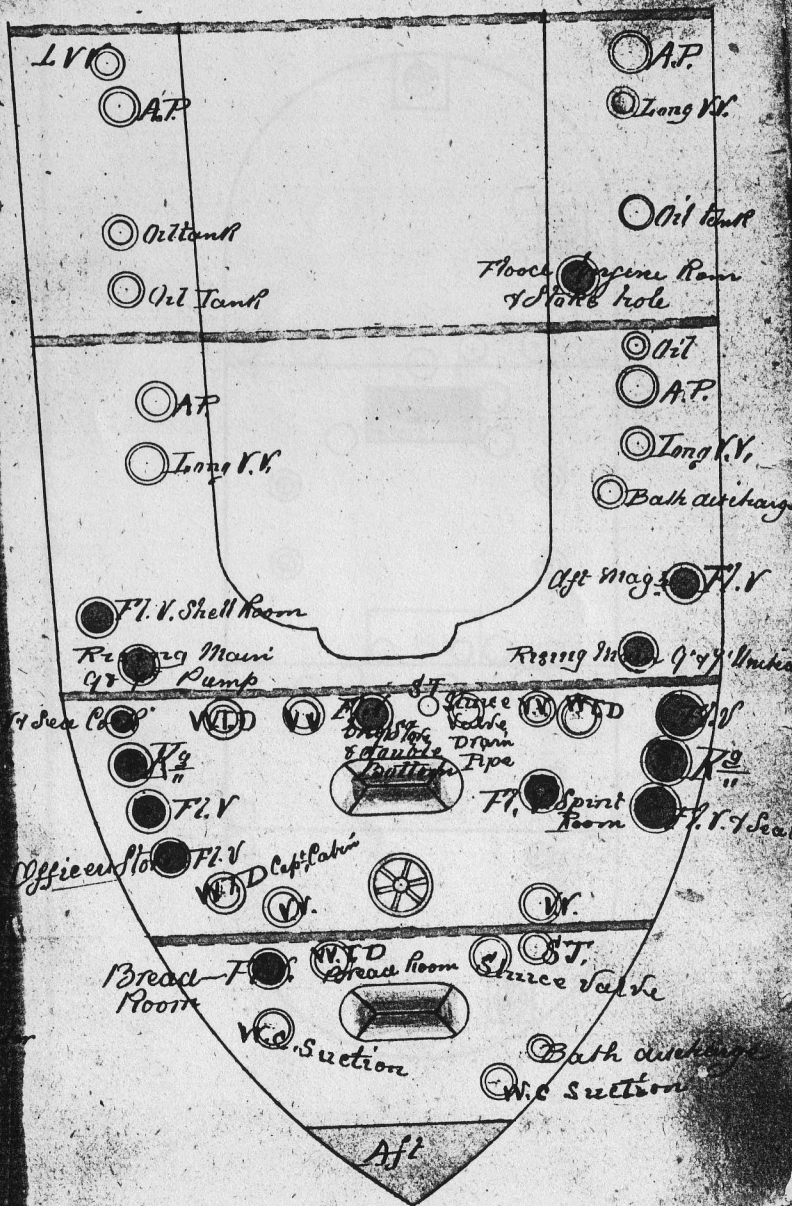
Eng^r Berberus
Breaks Smith Corrigan
Dunbar Laird Robertson

LRA Veray - Newell

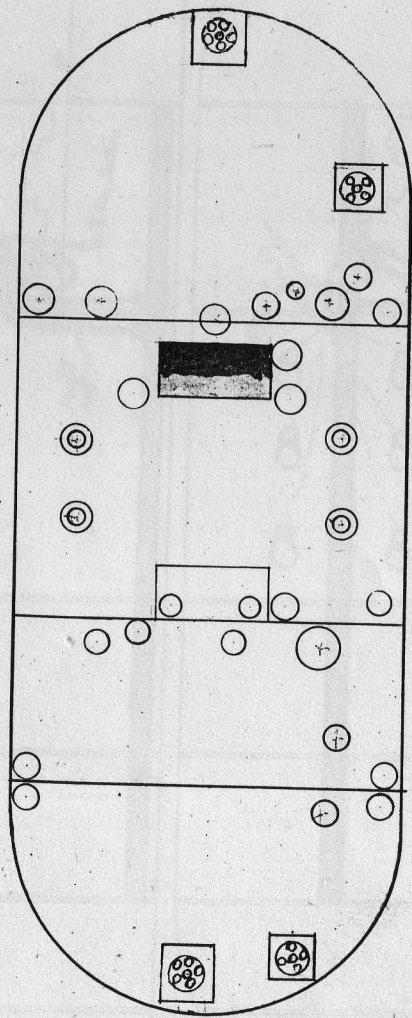
2 Don^a
5 SURC

Cerberus upper deck Valves &c.

2

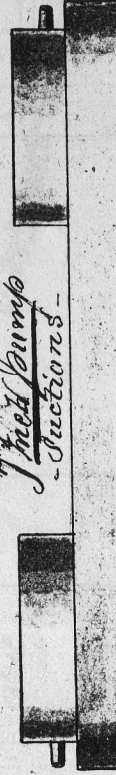


Shield deck "Perberus"

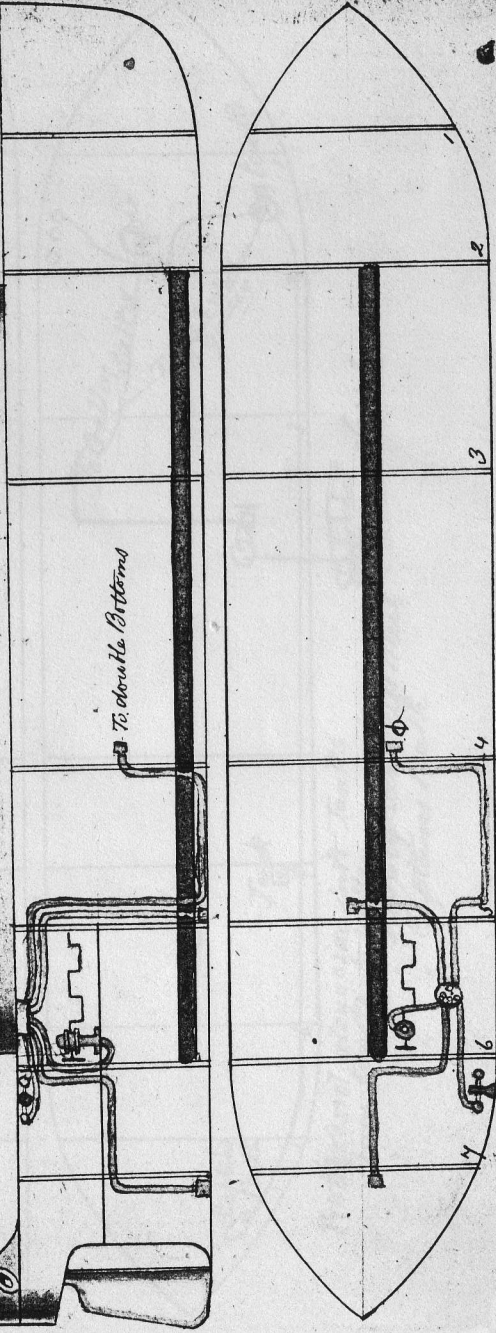


upper part of the hull

Sheet Pump Instructions -



To double Bottom



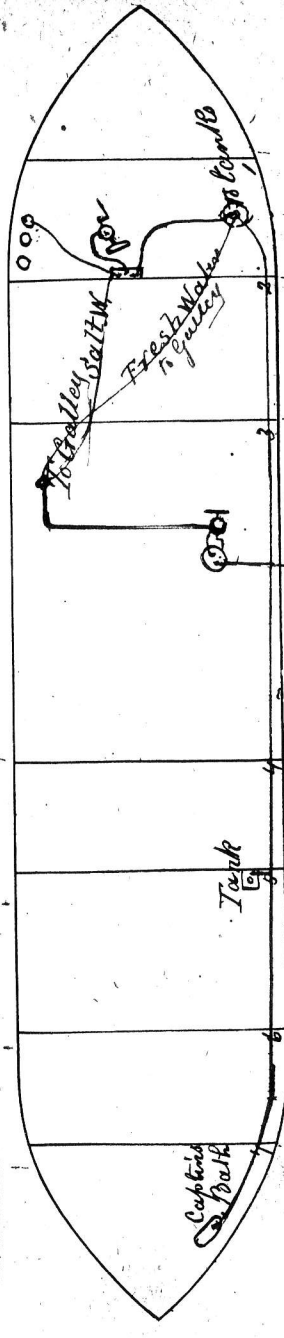
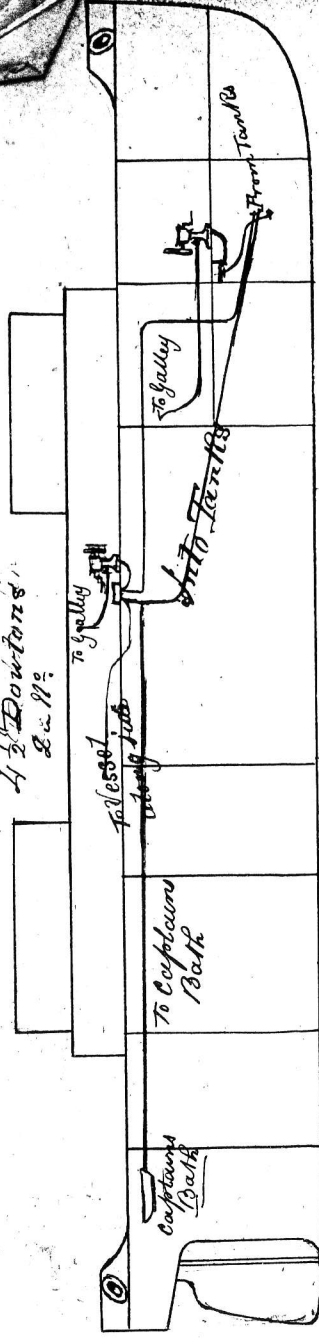
To Sea Cocks

" Pocket in inner bottom fore side of 5 Bulkhead

" Bilge aft side of 7 Bulkhead

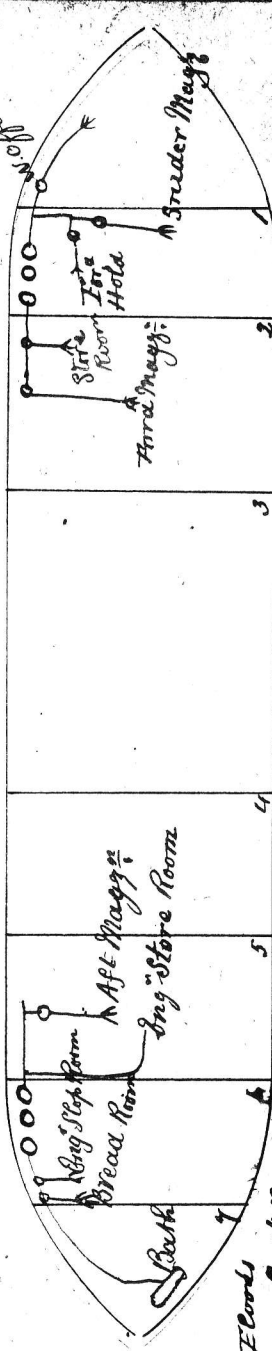
" To double Bottom from 6

4 1/2" Downings
L. 2. 112



From vessel, along side, into Tanks
From Tanks - to galley, Supply tank and Affluent
" " " Captains Bath

9" Flaps



Cap^t-Bark Room

Left Magazine
Combs, H. T.

Comp. Helmsdale 6 x 7 Bush
Heat Room 11-14 Comp. 2

By opening a Cock at the P side of 6 Bulb "a" removing the vapor from suction in 12 P. and room can be lowered

Back in better Bay. For Hold.
" ; ~~business~~ ~~business~~ ~~business~~

For a c. 2000

45
W. Officers Hotel

$$\frac{90 \cdot 000}{35} = 2570 \text{ Tons per hour}$$

$$= \text{cubic ft of water } \frac{2570}{62.4} \approx 41 \text{ ton}$$

From design, vessel - or from double bottom design.
 " See to the design, deck - fore part.
 60 tons per gun = 40 tons per gun.

1 Foremost Room
 2 Store Room
 3 Cabin Foremost Room
 4 Cabin
 5 Cabin
 6 Cabin
 7 Cabin

Hull
 Bottom

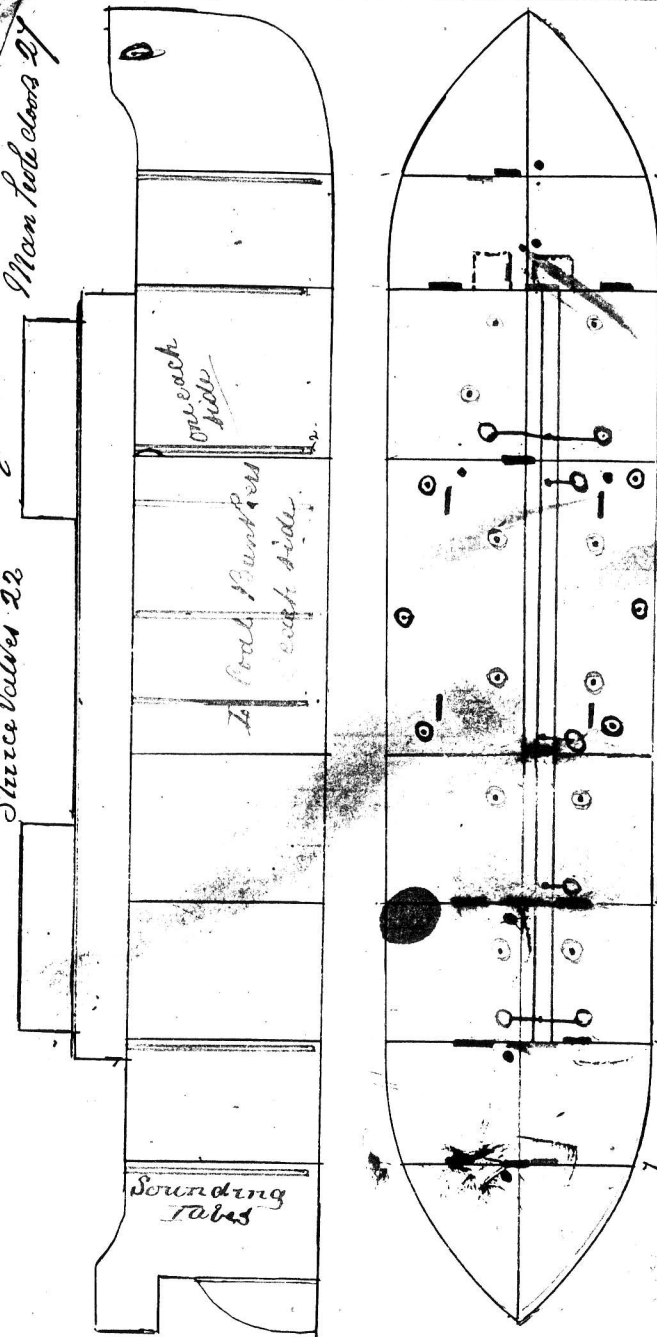
60 tons per gun = 40 tons per gun

From design, vessel - or from double bottom design.
 " See to the design, deck - fore part.
 60 tons per gun = 40 tons per gun.

Sluice Valves. One 7" 1 Bulk^a. One 3" Chain Locker Str. One 3" Chain Locker Str. One 3" Chain Locker Str. One 7" No. 7 Bulk^a. 10 into Longitudinal. 2 into main drain at Fore side of 3 Bulk^a - One into main drain from Condenser Room. One from Fore part of Stoke Hole into drain. One from Aft part of S. Hole into drain. One from Aft part of Engine Room into main Drain. One in Port Tunnel one in St. Tunnel both leading into drain - these two are not worked from upper deck.

— All an holes water tight -
2 Bulk^a of 74 S^o chain Lockers 12 into Longu^a. One in Condenser Room 2 in Fore light Fore storage. 4 in Stoke hole 2 in Engine Room 2 in Port Tunnel 2 in St. Tunnel. That is one to inner & outer bottom

Water Tight Doors 16 - Sounding Tubes 6 - Thrusters 5
 Sluice Valves 22



W.T. Doors 1 Sluice Valves 6 Thrusters 5
 Sounding Tubes 6 Thrusters 5

Filled 400 gall in $5\frac{1}{2}$ hours
at the rate of 1745 galls in
24 hours -

Flu' benzine pumps out D bottom

Pt	Ft	Ft	Ft	Ft	T ^s	Total 47 1/4 Tons Sea Water At H. Sides
S-26--X	22	X	22	X	30--	
98 tons	82		82		114 Tms	
2196 galls	1855		1855		25344 galls	
	DRAIN					

1801.67
Total du placement
à Waterbury
2019.65

Section
For Storage
6/11/18

13. 1762

42.0601

328.29

055-0

40.6591

Position of Non return

Paired Downtons Pumps

9" Ford No 1 pump

No 2 On bulk head abaft Captain's Engine

No 3 Under Carpenters Store

No 4 In Fore Storage (Coal shoots Reft)

No 5 In Powder Room

7" Ford No 1 pump

No 2 In Store Room Side of Fore Storage

No 3 & 4 Foot of ladder from Show chest
to Fore Storage

9" Alf. No 1 pump

No 2 on Alf Bulkrd Eng^g Room

No 3 "Fore Bulkrd Engine Room by Air pipe

No 4 Along side of 9" pump Alf^g Storage

No 5 Bottom of foot ladder along side W^g Room

7" Alf. No 1 pump

No 2 In Bread Room St^g side

No 3 By well Port Alf^g on Engine Room

No 4 Near top of screw alley door.

Capability of Pumps

Fire Engine at 80 Rev per Min.
will discharge about
60 tons per hour

(1) 9" Downtons at 30 Rev per Min.
will discharge 25 tons
per hour each pump

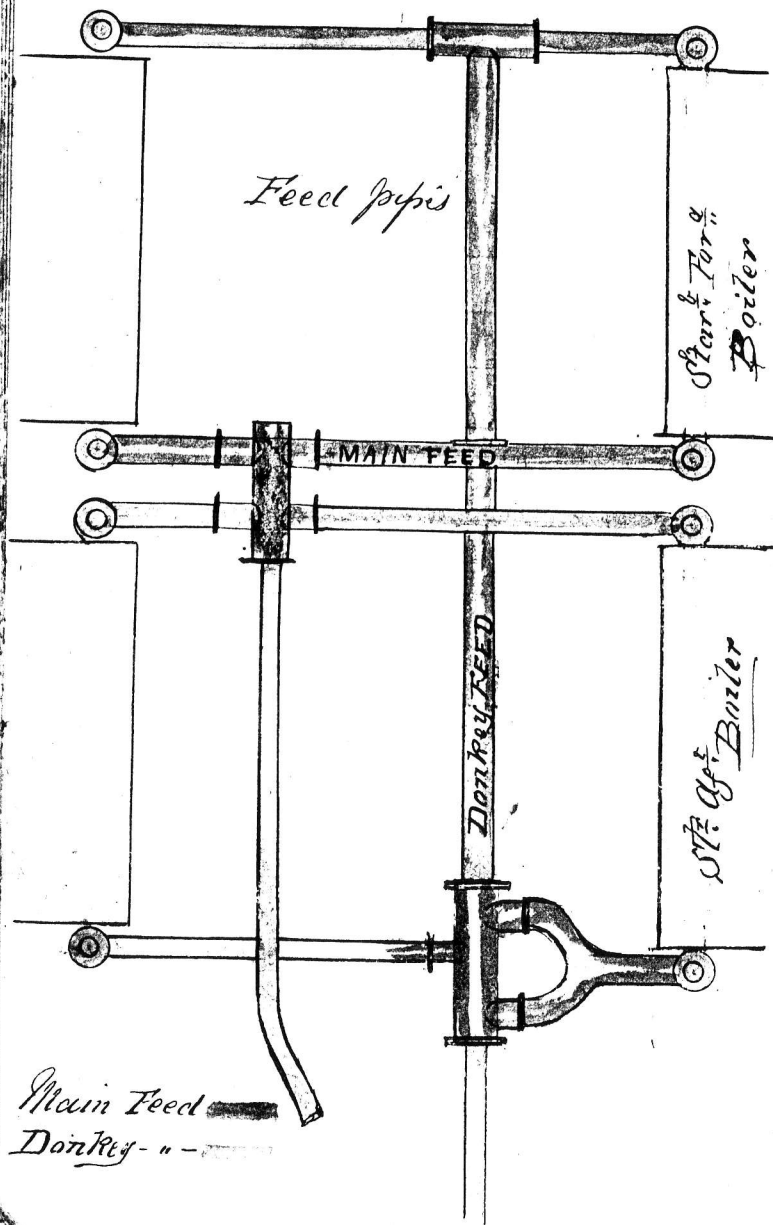
(1) 7" Downtons at 30 Rev per
Min will discharge
12 1/2 tons per hour each

All pumps going with the
exception of Bilge Suction
will discharge about 135
tons per hour

Engine Bilge
St^g Port Alf^g the hull
Alf^g end of Eng^g Room
No 2 For^g suction near S.
Port For^g suction under

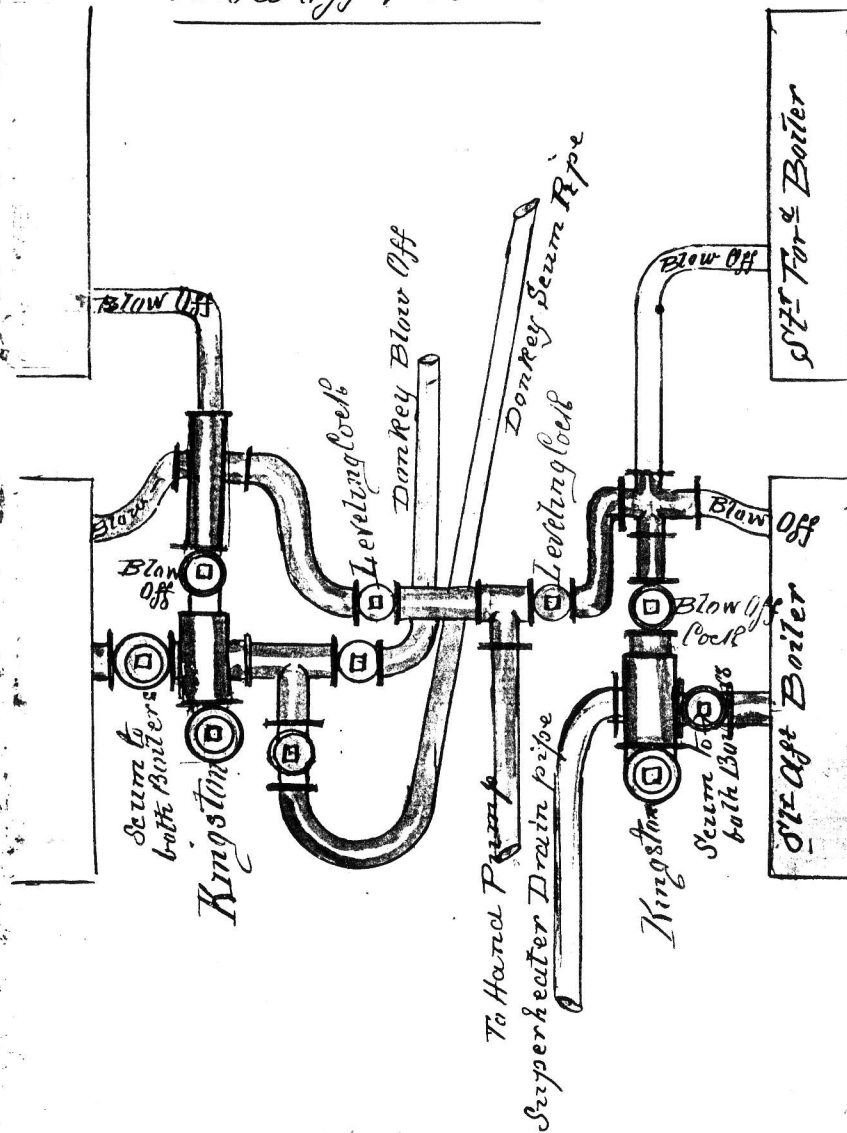
Main Tank
Dormitory

16 1/2
Stoke Hole 'Cerberus'



17
Kingston

Blow Off + Scum



"H. M. V. S. Nelson"

Built at Woolwich. Launched 1814

Length 224 Ft. 220 Ft. Keel

Breadth 56 Ft. Draught ^{Ft} 22.4

Displacement 2730 Tons

N.H.P. 300. Indicated 1500 approx

Bunker Capacity 330 Tons

Full Speed 10 Knots & con^l. Speed 6 Kts.

Consumption $1 \text{ ton}^{\frac{1}{2}}$ 1 ton per hour

Principles

2⁺ 12 inch dwtoms on Lower
dec 18

1 Y" on SV side For d

$$1 \text{ } b^{-\frac{1}{2}} \text{ } n \text{ } P^t \text{ } n \text{ } For \frac{d}{t}$$

1 Y" amidships. Near Ward Room

Propeller

Two Bladed 17'6" to 22'6" pitch

Diad^t 18 Feb

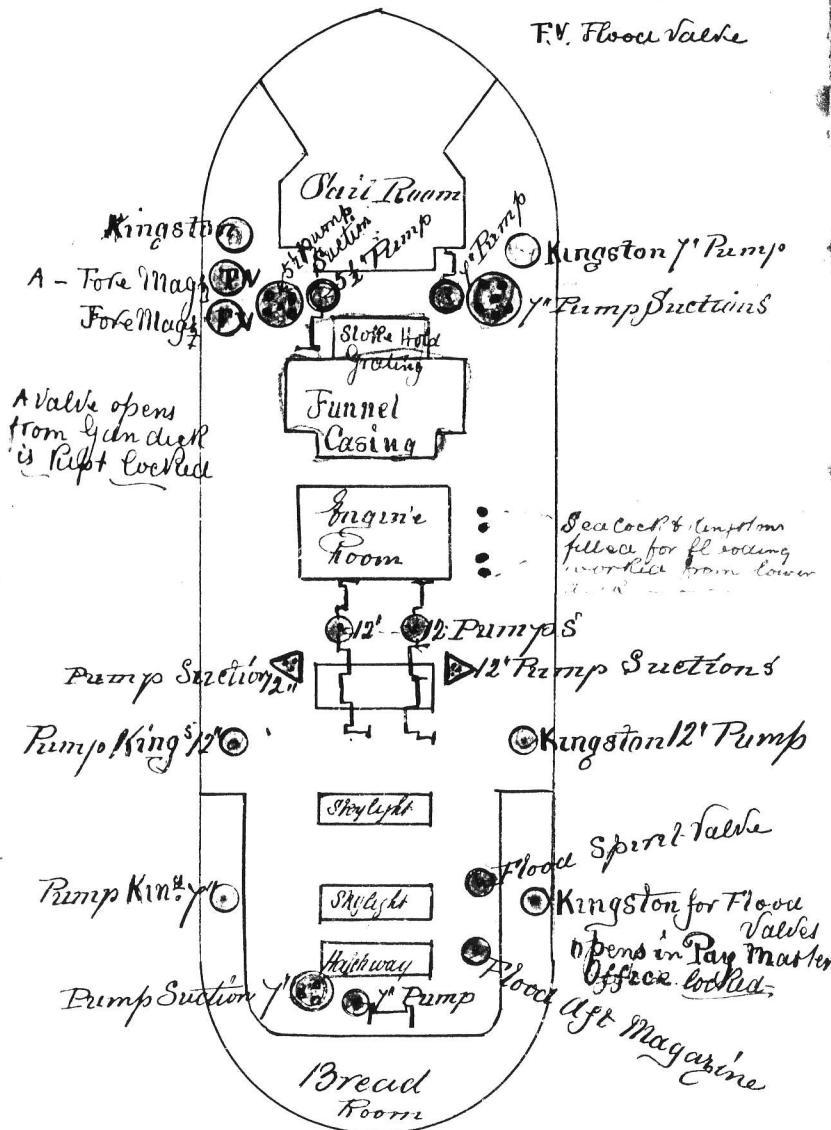
Boilers 4 in W: 10.3 x 11.3 by 15.6 by 11.2 high

Furnaces 20 in N°. Length 7.6. Breadth 2.6

Height 3.4. Pres 13 1/2" 17/9/85 Concluded 7/10/85

originally a three decker of 120 guns built at Boston
& launched in 1814 transferred to France 1859 -

Lower deck. "Nelson"



Victoria

Built by Armstrong Mitchell &
Low Walker & Co. Tyne

Trial of Engines 25th Jan 1874 -
Sunday 3 Feb left Tyne Feb 14 left Hobson's Bay

Displacement 539 tons (full)

Length over all 145' 0"

" at Water Line 140' 0"

Breadth 27' 0"

Depth 13' 9"

Draught 11' 11" + 10' 11"

P.H.P. 800

Speed 12 Kts

Thickness of hull $\frac{11}{16}$ Frames $8 \times 7 \frac{1}{2} \times \frac{10}{32}$ Floors 14' deep
 $\frac{3}{16}$ thick - Deck $\frac{15}{32}$ Hull $\frac{11}{32}$

Water tanks 2 large 2 small = 1500 galls

Up on deck 50 galls

Condenser 400 galls in 24 hours. Pump out 70 tons

By lines 21' 36" stroke 18" Prop - 4' 6" Pitch 9"

Surface 1 Prop - 16 sq ft weight 13 cwt

Prop - Right hand Not left

800 lbs 8 knots 6 tons per day 60 lbs steam

100 " 10 " 8 " " " 60 "

Boilers 17' 4" long 8' 4" dia. 2. Tubes 6' 9" x 8' 4" dia

Victoria

Victoria plan of Hotel.

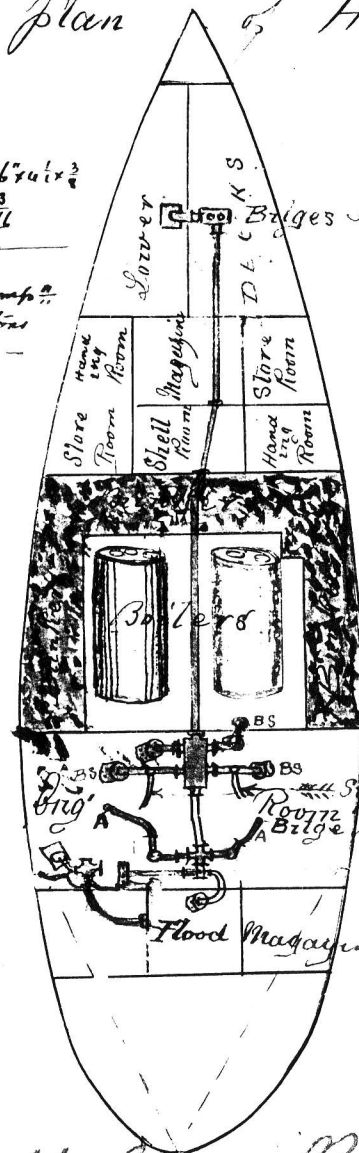
Hull $\frac{1}{2}$ plate

Hull $\frac{3}{8}$ " full

Beams across hull 6' 6" x $\frac{3}{4}$

tops of Magazine $\frac{3}{16}$

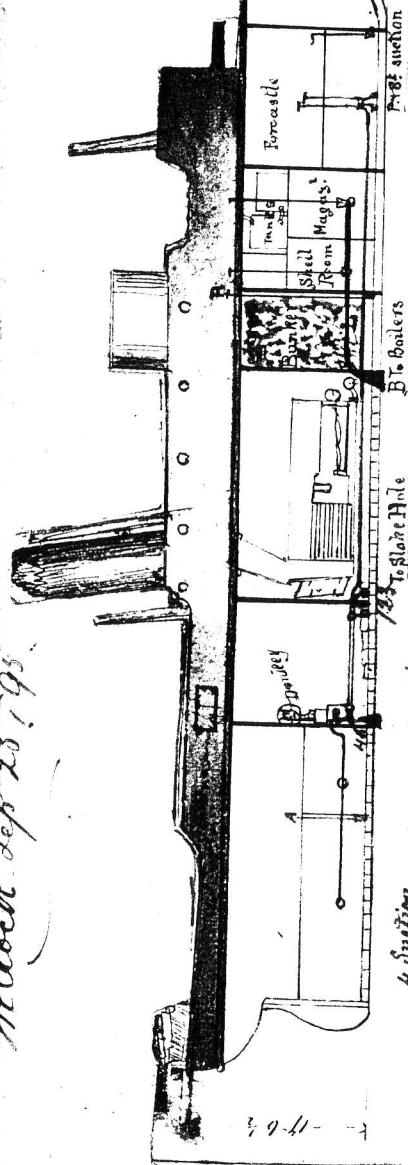
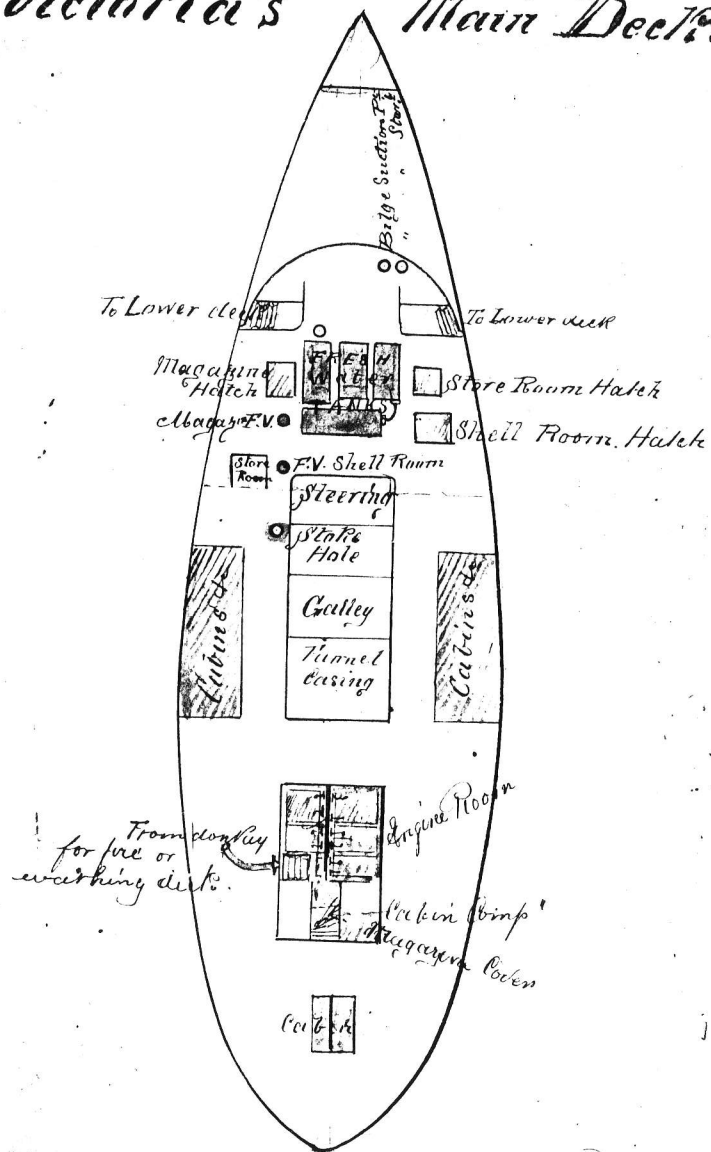
Speed Consumpⁿ
Full 11.75 20 tons
Normal 8 6 "



Boiler Suction

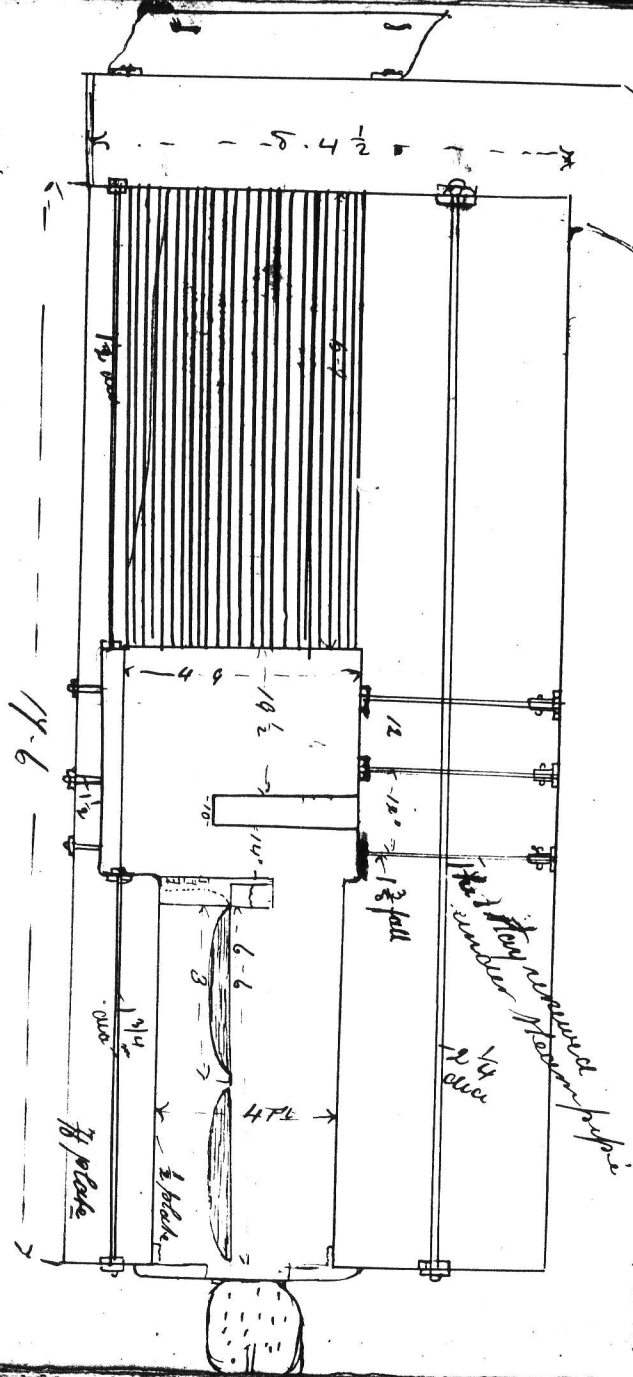
Left Hobson's Bay
Tues 4th 9th June 1876

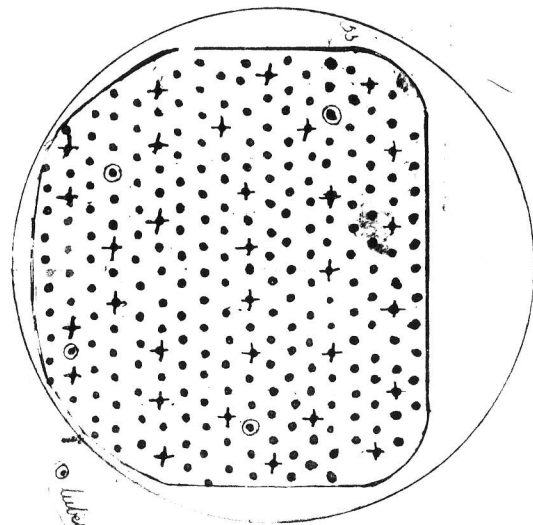
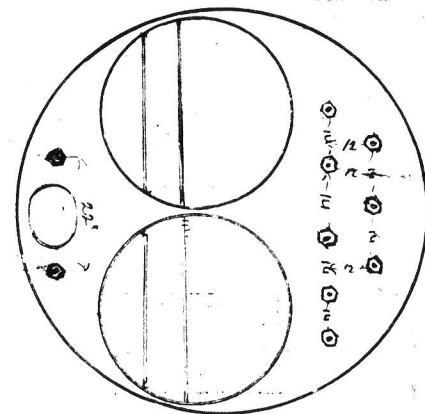
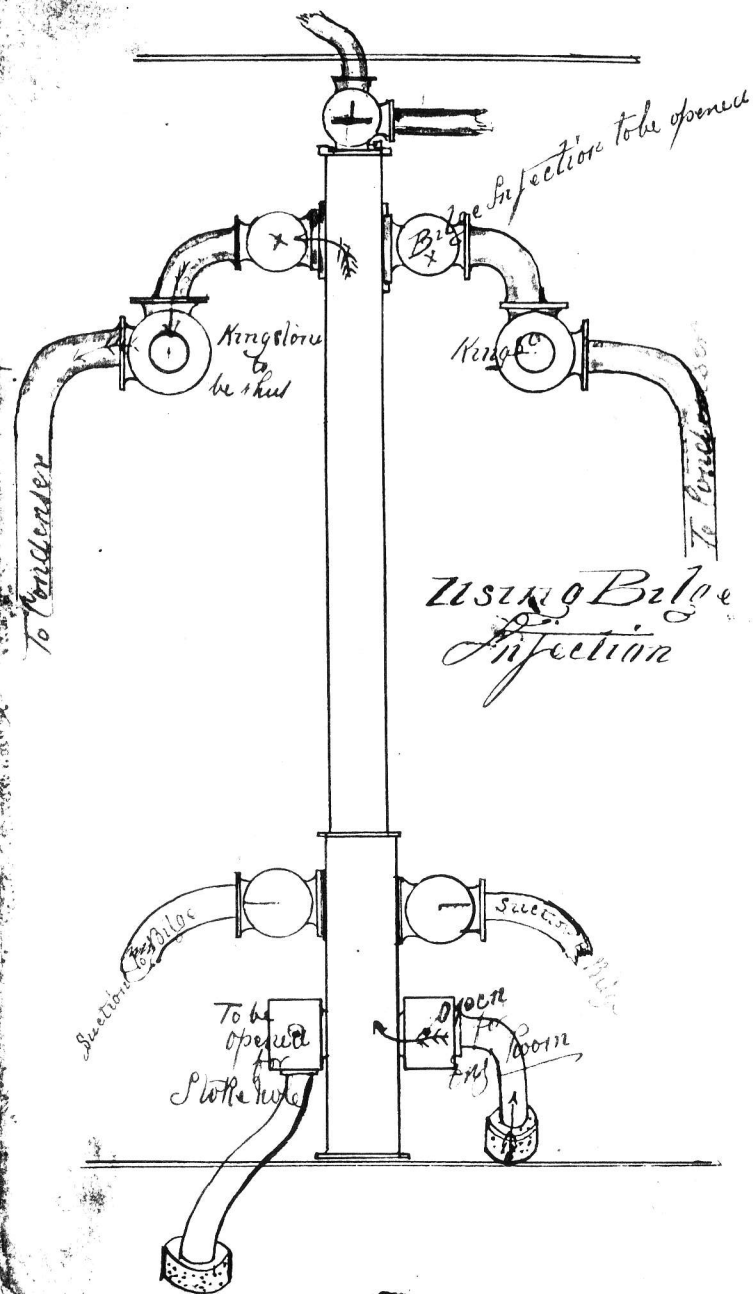
Victoria's Main Deck.



Red. Main Deck 7 Pipe and valves to Sea



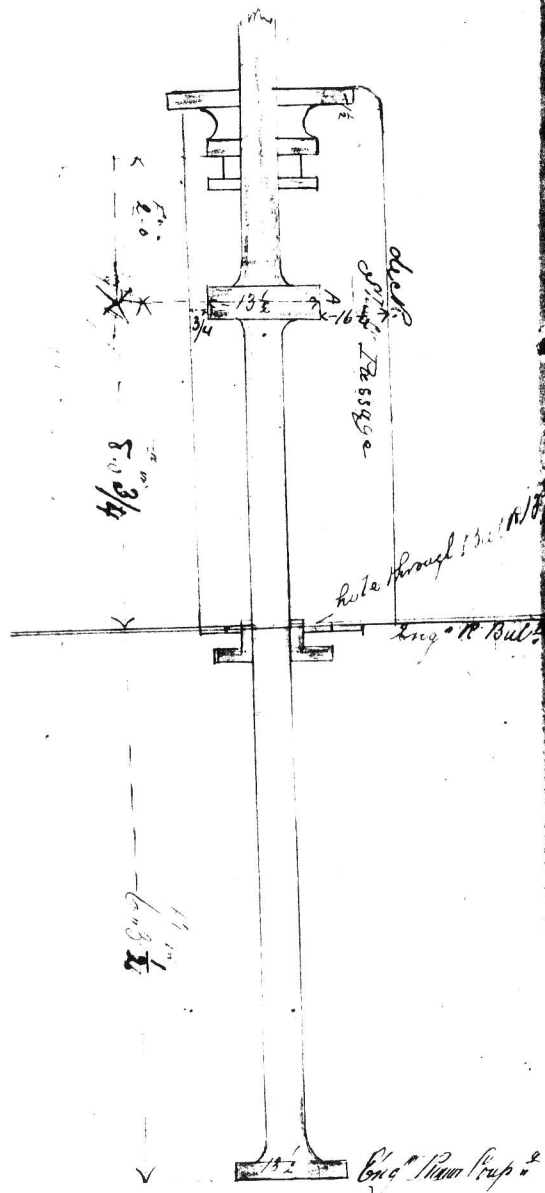




Water steam

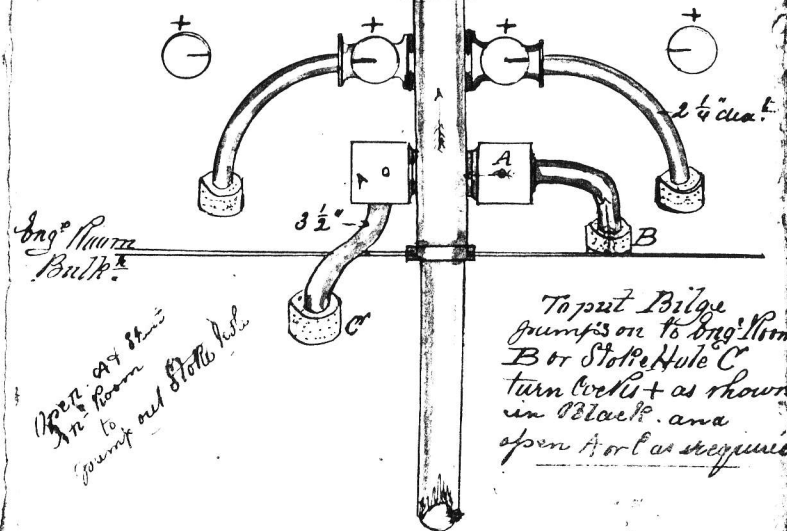
From A coupling to outside of door B 20"

Length of Engine Room 15' 9"



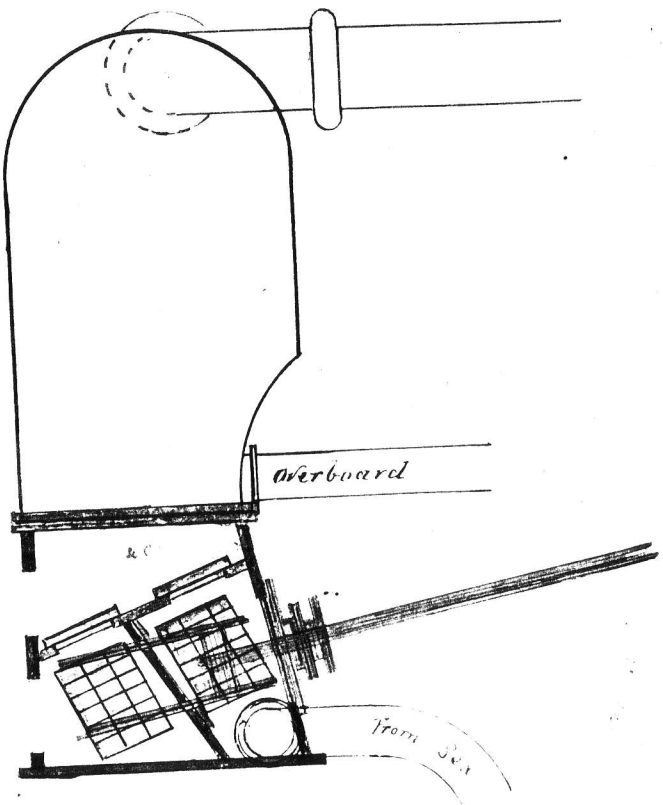
To pump out from under aft magazine

For Pumping out Engine Room with Donkey Pump

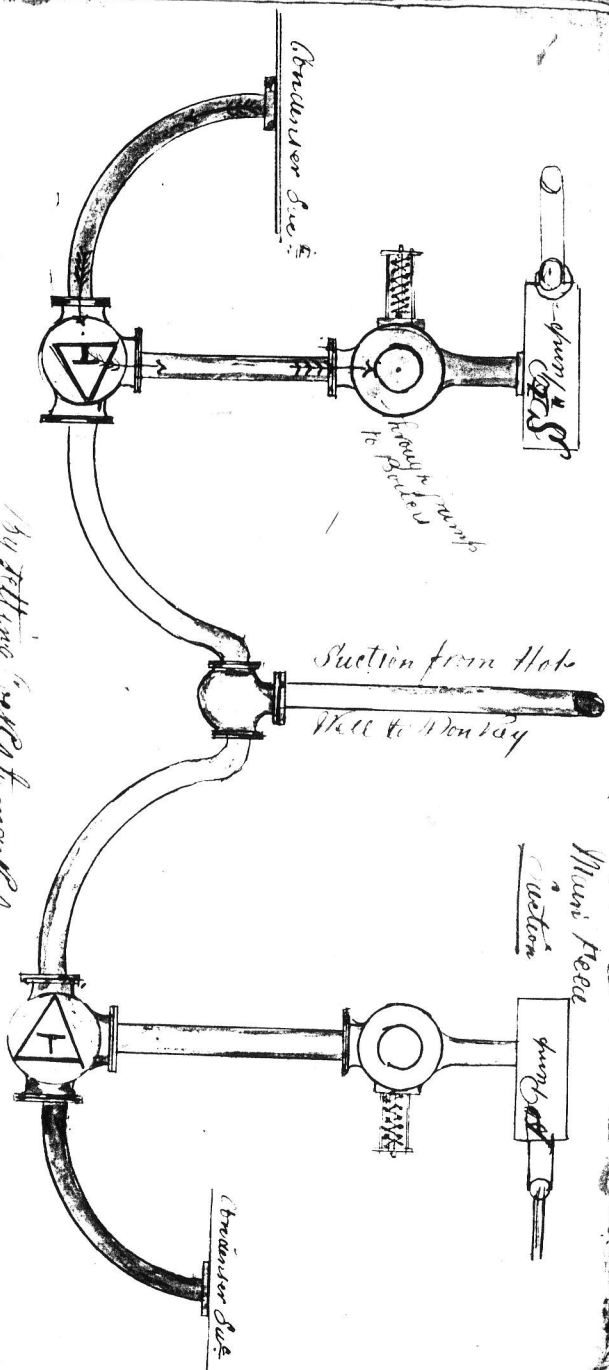


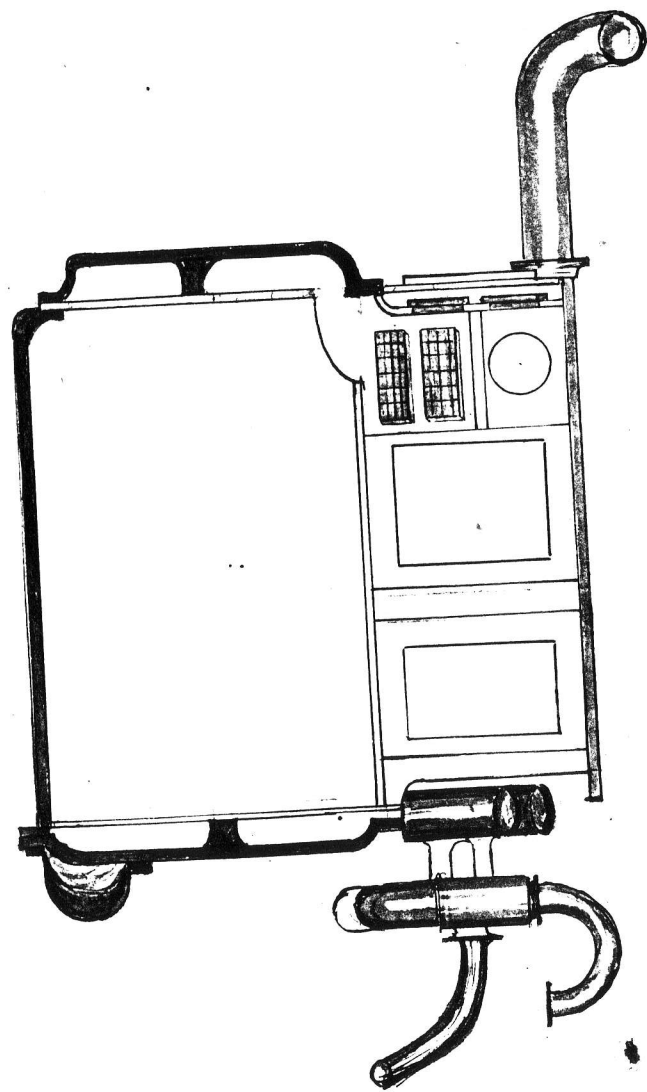
Open as shown in Room to pump out Stopple hole

To put Bilge pumps on to Eng. Room B or Stopple Hole C turn cock + as shown in Black R. and open A or C as required



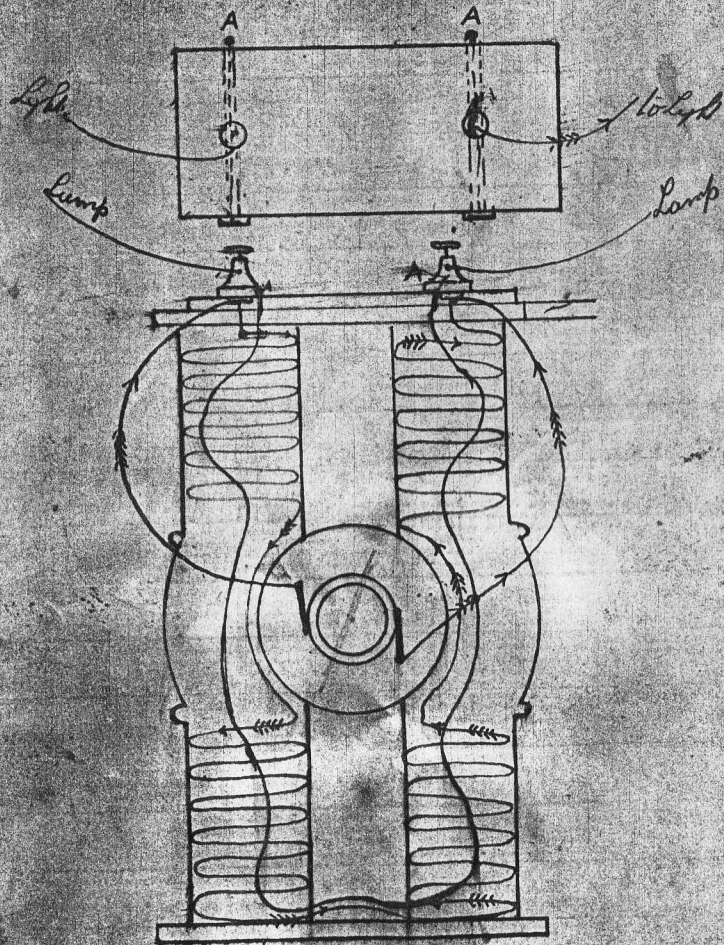
by letting water into A
will pump from Hot Well
by drawing more feed into
boiler by letting water in
down to boiler





Diameter of Pipes	Inches
Main Steam Pipes	6 - 0
Bilge Injection	4 - "
Air pump discharge	4 - "
Exhaust to Condenser	1 1/2 - "
Waste Steam from Safety Valves	3 - "
Main " " " "	4 1/2 - "
Engine feed delivery to Boilers	2 1/4 - "
" " Main " " " "	3 - "
Suction from Hot-well	2 1/2 - "
Doukey feed Suction from " "	2 1/4 - "
Bilge delivery overboard -	2 1/2 - "
Doukey delivery ^{Main} to Boilers	2 1/2 - "
" " to Port Boiler	2 - "
" " " " " "	2 - "
Main Injection	6 - "
Doukey delivery to Condenser -	2 1/2 - "
" " " Deck	2 1/4 - "
" Suction from Deck	2 1/4 - "
Doukey Steam to Boilers	2 - "
Main Blow off	3 - "

St. Blow off	2 - "
Scum Blow off	1 3/4 - "
Doukey Steam	2 - "
Tunnel Blast	1 inch
Doukey suction from compartments	2 1/4 - "
Internal Muntz Metal Pipes	Inches
Internal Pipes	
Engine " "	2 1/4 - "
Doukey Steam	2 - "
Blow off -	2 - "
Scum	1 3/4 - "
Main Steam	6 - "
Safety Valves	3 - "
Internal water gauge -	1 - "



Type Weston Vertical
Compound wound Cast iron foot piece & legs

Armatures 32 Sections wound with two layers
of 6 turns of wire 1 wire each 0.03 diam.

Resistance of Armature 115 Ohms

Field magnets Series coils wound with one layer of 33
turns of wire 1.56 diameter each leg
Thrust coils 9 layers of 73 turns of wire 0.06 diam. resistance
5 Ohms Total

See Notes page 83-84 for Rev. top working and bottom

Electric Lights - Carbons

24 Magnets (Winds) Alternating
500 Per Candle power 3500.
Current in Amps 60 Rev. Motion 1000.

"Victorace" & Albert
Weston Vertical Compound
Rev. of Dy. 750 Candle Power 20000

Childers

Albert two patches group!

Spent at Armstrong Mitchell & Co
same date as Victorias trial

Length 120 $F\frac{1}{2}$ over all

" 115 " at water line

Breadth 25-Ft Displacement 370 tons

Draught 8.9 Feet 10.4 Aft

Indicated $\text{HP} = 400$. Full speed 10 Mts

Bunker Capacity 60 Tons

Consume 14 lbs ¹⁰⁰ lbs 5 per day

Life Arrangements

Steam Donkey & two hand pumps

Thickness of plating buck $3\frac{13}{32}$ in.

Bulwark to $\frac{12}{32}$ ruffide $\frac{12}{32}$ bottom $\frac{12}{32}$

Dia of Cylinder 15.426. Stroke 15"

Propeller 3 blades

Diab 6'6" Pitch 7'6" Boilers 11'9" long

by 7.3 area $\frac{1}{2}$ Furnaces 4-6 long $\times$ 2.8 area $\frac{1}{2}$

Pres 70% Π slip 15.7%

Water content $4 \frac{1}{2} \% = 1600$ galls

Conductor 400 falls in 24 hours

Speed

Совсем

Steam both

106 Rev^d &

20/2/84

Gradu

outcrop: $4 \frac{1}{2}$ cut per hour

Geometrie

14 Jan

5.10.14

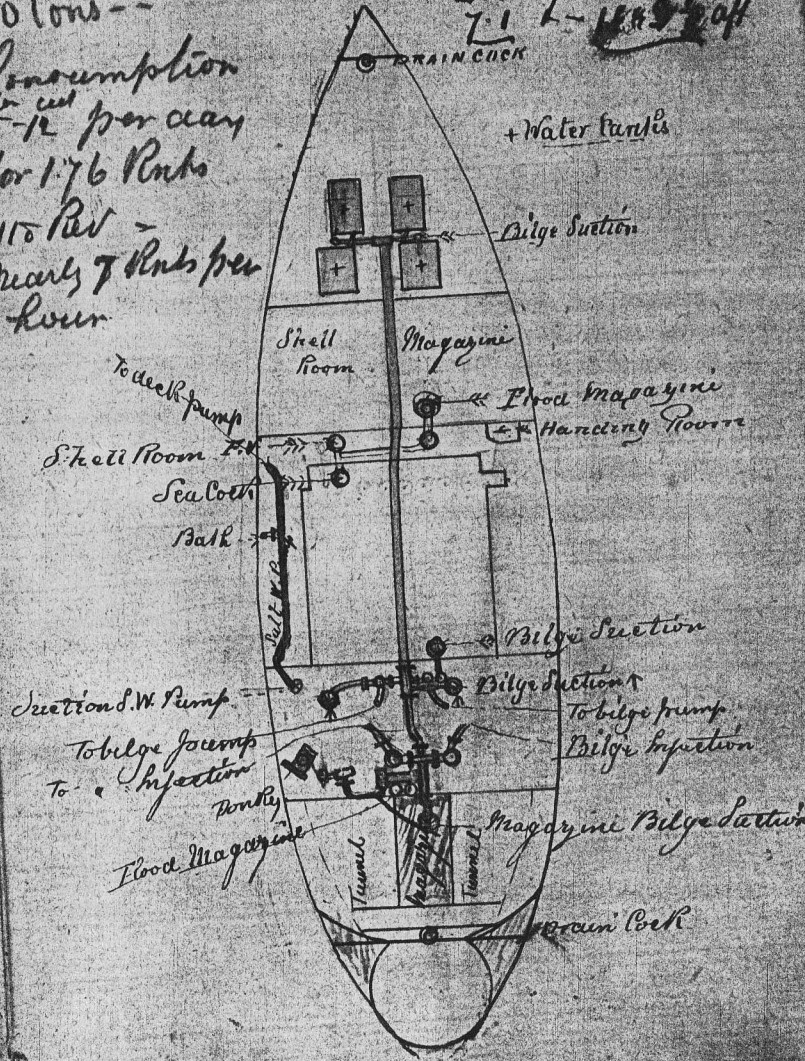
Plan in Hold. Albert

60 Tons --

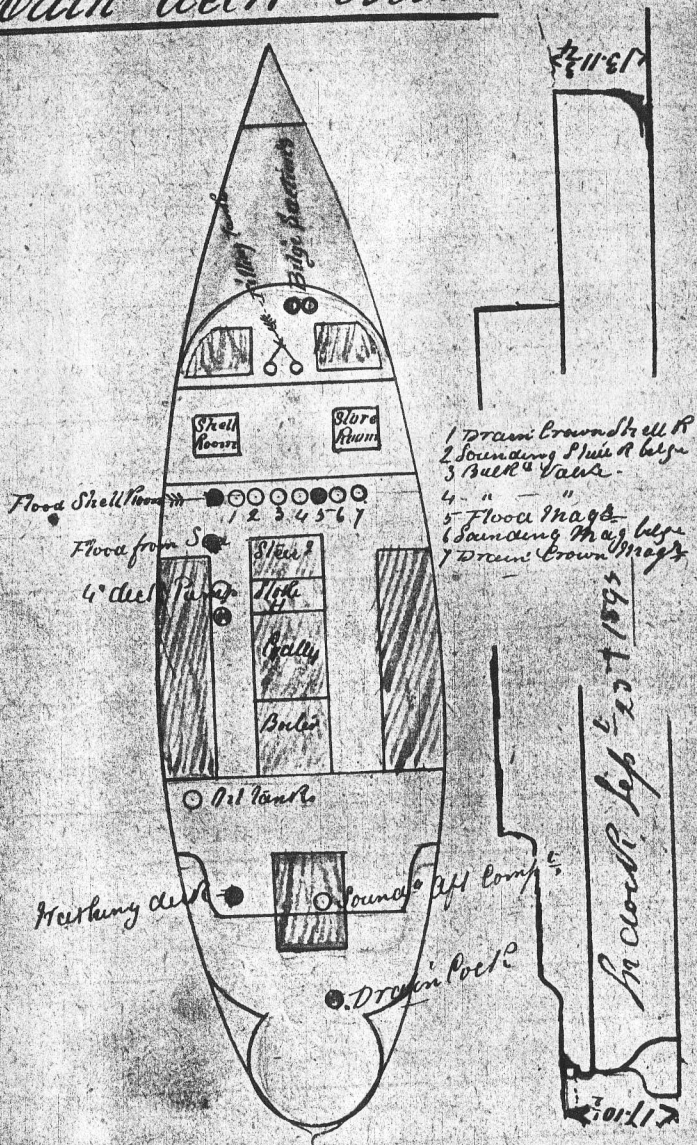
Consumption
5-12 per day
for 176 Rnts

115 Rev -
nearly 7 Rnts per
box

Draught now
7.1 L - 15.5 off



Mani deckt Albert



From $\frac{1}{2}$ to $\frac{1}{4}$ of the total

'Gordon'

Arrived 15/2/86
Length 57 $\frac{1}{2}$ Beam 9' 11"
Draft 2-0 For^d 4-7 $\frac{1}{2}$ ¹¹/₁₆
Weight of Hull & Engines 8 $\frac{1}{2}$ tons
" " Boiler 3 $\frac{1}{2}$ "
Pressure 120 $\square$

— Counters

Countess
Arrived Hobson Bay 22nd 1892

Length - 130 F⁴/₂"
Beam 13'-6"
Draught with prop⁴/₂ - 6-2
" without " - 3 8¹/₂ F⁴/₂"

"Safety Valve" set at 170 lbs 17" 3.9 aft

Revⁿ ————— 4.00

Speed 22 Kn
Consumption per LHP. 2.54 lb

Consumption
54th per sq ft of grate area

Grate area. 36 sq ft

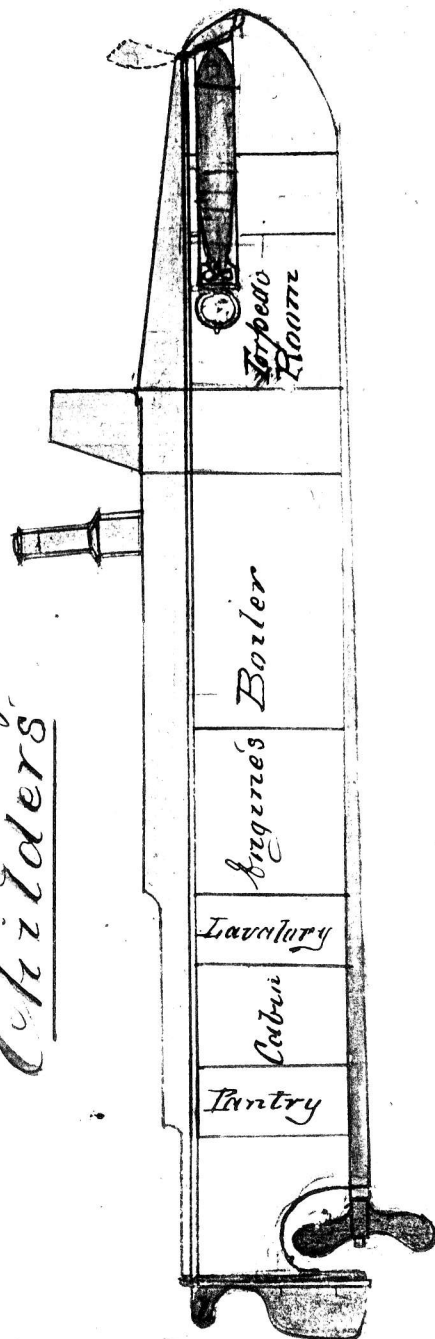
Cylindrus 14 1/2, 21.32 "Stroke 16" Rev. 405

— Weir's evaporator. 10 gall per hour
30 lbs steam.

Condenser steam pres^d used with

Childers. 1st Class Torpedo Boat
 Built by Thornycroft, Chiswick
 First trial on 11th Thomas 20 Nov 1883
 22nd Nov Trial of Air Comp^r. Things not right
 2nd satisfactory trial of pumps &c.
 Length 113.8 between perpendiculars
 118.2 1/2 over all
 Breadth 12.2
 Weight fully equipped 60 tons when lightened 46 tons
 Thickness of plate 3/16
 Belt about Engine Room 6.
 Draught 2 ft For^d 3.8 Aft^d
 Indicated H.P. 700.
 Full speed 19 1/2 economical 11 1/2 kts
 Boiler Capacity 10 tons
 Consumption full 21 coppers hours
 " economical 2 1/2
 Pumps one steam special & 6 Bilge Sectors
 each discharging 40 tons per hour
 Dia of H.P. Cyl^r 14 1/2" L.P. Cyl. 24 1/2" Stroke 15"
 Rev 439 SHP 700
 Prop^r 3 Blade curv 5.7" Pitch 5.9"
 Boiler oval 5.10" Length 6.10" Pressure 150

1st Class Torpedo Boat
 Childers



3.25) 24000 (88
 18000
 2000

2nd Class Torpedo Boats
 New 1884 Built by Thornycroft
 Brought out on deck of S.S.
 Length 63' overall 67'
 Beam 7' 6" Draught 1' 1" to 3' 3" aft.
 Weight 12½ tons Light in things 8½ tons
 Thickness of plate 14 E.H.C.
 Indicated H.P. 150
 Speed full 17 Kts Deon^m 10 Kts
 Burnt per capacity 15 Cwt
 Consumption full 4½ cwt per hour
 " Economical 1 Cwt per hour

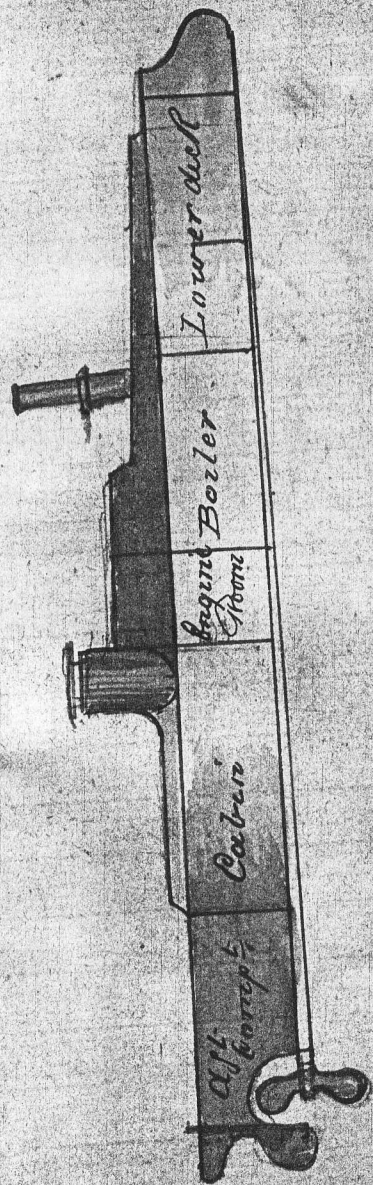
Cylinders & Motors

Dia of cyl^s H.P. 8½" L.P. 13½" Length of stroke 5"
 Rev 650 H.P. 150

Prop^s 3 Blade dia 2' 10" Pitch 3' 4"

Boiler 3' 3" dia^s Length 5' 4"

Rev working 1300 rpm



2nd Class Torpedo Boats
 Newport Longdale

Propeller

Ship	Pitch	Diam ^{ts}	Metal	Weight
Nelson	17 1/2 to 22 1/2	15	Brass	
Cerberus	14 1/2 forward	12	"	
Victoria	9'	7'	Cast Iron 3 Blades	13 cwt
Albat	7' 6"	6' 6"	Cast "	9 "
Childers	5' 9"	5' - 8"	Steel	
Nepean	3' 9"	2' 10"	"	
Gordon	4' 7"	3' 5"	Brass	
Lonsdale	3' 9"	2' 10"	4 Blades -	
Lady Hood	7' 0"	5' 5 3/4"	Steel	410 lbs
Tiguel	6' 9"	5' 0"		
Launch		4		
Cutter				
Gannet				
Batman				
Faustina				
Orfey				
Commiss				

Nepean 7' 0" 3/4 arc
 Harpue 6' 0" 0
 Vulcan 5' 6" 1/2 - 7' 0" pitch

Engines

Ship	Dia of Cyl ^{rs}	Stroke	Pres	S.P.	Rev
Nelson	13 1/2 by 18 1/2 fore	36"	Ponderosa	11500	60
Cerberus	(4) 43"	27"	30	1369	98
Victoria	21" x 36"	18"	70	800	106
Albert	15" x 26"	15"	70	400	160
Childers	14 1/2 x 24 1/2	15"	130	700	439
Countess	14 1/2 x 21 x 32	16"	170	1150	105
Nepean	8 1/4 x 13 1/2	8"	130	150	650
Lonsdale	8 1/4 x 13 1/2	8"	130	150	650
Gordon	9 1/2 x 15"	9 1/2"	120	1150	105
Picket	9" x 20"				60
Launch	7 1/2" x 11"				
Cutter	4 3/4 x 4 1/2	6"	68		
Gannet					
Batman					
Faustina					
Orfey	4 1/2 x 24	2' 6"	100	400	85
Commiss					

Childers - 1 Rev of Pump
 " 3 3/4 " " Engines
 Nepean 1 Rev of Pump
 " 5 1/4 " " Engines

3. Beam $\times$ length between stem & stern
4. Then $\times$ the above by beam then $\times$ by
5. Beam $+ 94 =$ tonnage

Compliment

Ship	Wines	Size	No of Seamen	No of Sticks	Ship Compliment
Cerberus	4	10 1/2 in 6 1/2 in Word	80	20	
Victoria	1 1/4	8 1/2 in Word	14	4	
Albat	1 1/4	8 1/2 in Word	15	4	
Childers	2	37 mm H	6	4	
Repsen			3	3	
Lonsdale			3	3	
Gordon	2	Word 26	3	3	
Relat			2	1	
Launch			2	1	
Cutter			11/3		
Gannet	1 1/2	6 in Gallip	11/3		
Batman	1 1/2	6 in Word	11/3		
Facotner			11/3		
Osprey			11/3		
Pommes			18	1	
Nelson	14	6 4 in			
Cowden	2	4 in			
	2	12 1/2 in			
	2	9 in			
	2	4 7/8 in			
	2	14 in			
	2	6 in			
	2	Word			
	2	Gallip			

Easter Sunday 4 days

Ship	Coal	Wine	Wine	Wine	Wine	Wine	Wine	Total
Cerberus	37 10	23	31	2 1/2	13 11 5	15 0 0	30 0 0	
Victoria	13 0	9 3/4	9 3/4	1 1/2	9 7 3	10 0 0	5 0 0	
Albat	8 0	4	3 1/4	1 1/2	9 7 3	10 0 0	5 0 0	
Nelson	7 12	40	14	2 1/2	13 3 2	5 10 0	2 0 0	
Childers	7 12	40	14	2 1/2	13 3 2	5 10 0	2 0 0	
Repsen	2 10	12	8	1 1/2	4 4 0	2 0 0	2 0 0	
Lonsdale	2 4	15	8	1 1/2	4 4 0	2 0 0	2 0 0	
Gordon	2 1	15	8	1 1/2	4 4 0	2 0 0	2 0 0	
Relat	3 0	5	4	1	4 2 0	2 0 0	2 0 0	
Gannet	15 0	14	5	1	9 6 0	2 0 0	2 0 0	
Batman	6 15	7	3	1	5 3 7	2 0 0	2 0 0	
Facotner	7 0	7	2 1/2	1	5 15 7	2 0 0	2 0 0	
Osprey	17 0	10	11	1	11 3 2	2 0 0	2 0 0	
Pommes	6 0	9	4 1/2	1	3 13 11	2 0 0	2 0 0	
Nelson	5 0				16 17 7	2 0 0	2 0 0	

5-00
5

Water Tank Capacity
 Ship No of Tanks each Tank Total
 3200

Captain Brown
 Turret Engines 11" cylinders
 Steering Gear 8" cylinders
 Brotherhood 13" "
 Tarpies 7" cylinders
 6" "

Steam Launch
 Tanks divided up into 3 + 2 set can pump
 out 1600 galls. holding 400 galls for feed

Length 42' over all Breadth 11'
 depth 5' dia of cylinder 7" Rev 100
 dia of screw 4" Pres of safety valve both

Steam Cutter

Length 32' over all
 Breadth 8' depth 3'
 dia of Cyl = $4\frac{3}{8}$ + $4\frac{1}{2}$ Stroke 6"
 Pres on Valve 65 lbs

Corcleon

Length 32' to 51' $\frac{1}{2}$ 75
 Breadth 9' 7" 9' 11", Draught 2' 4" 7"
 Weight of engine hull without Boiler
 8 1/2 tons Weight of Boiler 3 1/2 tons
 Pres on Valve 120 lbs dia of Cyl 9 1/2 + 15
 Stroke 9 1/2" H.P. 175 H.P. Rev 391
 Fitted with 30 ton specter
 screw 3' 5" Propeller 4 blades
 pitch 21" 4"
 Hull
 Mahogany two and a half inches $\frac{5}{16}$ thick for
 aft plating 2 1/2" thick Garboard Strake 1" 3/4"
 Cop fast frames of American elm, oak species
 run from end to end

Pump will empty 3 tanks in
 14 min 1600 galls in 20 min
 Feed for Boiler 5' net of tank
 in 30 min 9 hours steaming
 for 800 galls

Lucy Lock

Length 176'6" Breadth 25'
 depth 14'7" draught 9'6" + 11'-0"
 displacement 673 tons speed 12 1/2 knots
 Bunker Capacity 473 tons Reserve
 Bunker 45 tons

Engines

Area of Cyl. 28" H.P., 54 L.P., ^{Proably}
 Stroke 36" Rev 90 H.P. 1000

Steering gear Cerberus

Dec. of Cylinders 13" Stroke 15"
 Hydraulic Cyl. 19 1/4" Travel 14" area 133'34"
 greatest pressure per sq in in May 1886
 Port tide 325 lbs H^o tide 225 lbs

Area of Piston x 325 lbs = 20 tons
 Ram 9 1/16" area Area 74 sq in
 Area of Reciever 85 sq feet

Fire Engine 13" cylinders 8
 Slip V. - 8" " Pair

Turret Cerberus

Dec. Internal 21'3"

" External 26'6"

Armour 9' + 10"

Weight of guns 36 tons (12)

" of Turret 14,1 ton 15 feet

Carrriages 20, 5. Number of legs in

crowns wheels 8" each turret photo pump

W^o of rollers 26. Area of Centre bush
 2'12"

Torpedo & Gear

Swan L^o " Air Compressor Brother & Co's pattern
 & 32 cubic ft of reservoir also distiller capable of
 distilling 40 galls per hour. 17,400 galls tank.

~~the tower~~ ~~10 Swan L^o 1/4/87~~ 1 Air Compressor and
 12 ft of reservoir - Admiralty pattern

Torpedo depot Williams' Air Comp
 1 Air Compressor Admiralty & 16 cubic ft of
 reservoir

Childers Air Compressor Brother & Co's
 Admiralty pump 10 cubic ft to 1500 lbs
 per sq in in 40 minutes

21° 2257	air Cham ^b to be inspected as new metre wheel box	1
" 2258	do	1
" 2259	do	1
" 2260	do	1
" 2261	do	1
" 2262	do	1
" 2263	do	1
" 2264	do	1
" 2265	do	1
" 2266	do	1
" 2267	do	1
" 2268	do	1

Frame 15 inch

21° 1 R.L. Lot 1 south Channel Aug 1887

" 2 R.L. air Cham^b to be inspected

3 do

1443 Frame 7000 to be inspected

1991 15 inch 14" R.L.F. Mar 9

1992 11" R.L.

1993 V 14 inch Mar 14

30 total

Engineering June 21/1901
oil burning 100000 Btu

The Gangrang for Dutch

3 of 40000 liquid fuel injectors tested
Boiler (2 farrow water tube Boilers)

oil tank on deck, sprayed by steam,

On a trial coal was burnt on one run

At Jones 1" Boiler for 150th 15" the

Jones 1" receiver 34th in the 2nd 31st

Vac 23 1/2 revolutions 340 per min speed

24 1/2 knots. Oil fuel then started as

Much oil was burnt as was pos-

sible without making trouble

The coal burnt was at the same

rate as before the result was as follows

Jones 1" 150th 15" first receiver 64th, 2nd 9th

Vac 23 1/2 revol 365 speed 26 1/2 knots

Borneo oil used for the supply of

the two Boilers was 100th per hour

The coal burnt in combination with

oil. The oil tank holds sufficient for a

run of one hour & half. when the fire

gets low it raises more blowing

Custom Launch

Length 59' 6" Breadth 12 ft

displacement 30 tons

Draught 4' x 6' 6"

Bunkers hold. 4 tons speed 10 knots

S. S. Blingamite

Reg tonnage 1675

Gross " 2585

Under deck 1998

R. Displacements 310.5

Breadth 40.8

Depth 19' 9"

Prop 169

Forecastle 57

Cylinders 25" - 41" - 67 Stroke 48"

Speed - 11 knots 13 knots

Water ballast tanks 4,880 tons

F. Port Tank 65 tons MPT 3 1/2

Torpedoes in Depot

Torpedoes Whitehead 14" R. L. M. 11

No 269

496 Lost Corro 9 Aug Dec 1886

497

498

500

501

502

503 Lost in Cape Sound July 1890

Frume 14 in M V

No 2554

2555

2556

2557

2558

Whitehead 14 in

Frume, Main IV

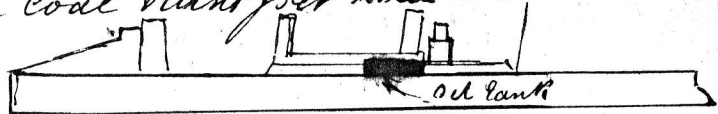
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2254

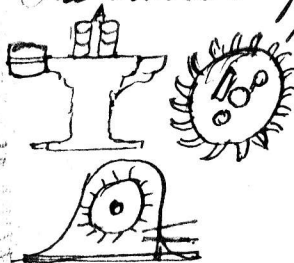
2255

2256

the coal burnt per hour was 2800 lbs



The Cassel self governing impulse wheel
 A wheel cut in two separated
 by levers when running too
 fast water passes between
 the two parts till comes
 down to proper speed



Net engine consumption 29/6 pt
 Mott Crossley. Brake H.P. was 17.0 & the
 consumption of Russellini was 68 lb
 per brake horsepower.

Test at the Royal Agricultural Society
 of England at Carcliff. One engine 6 puffs
 then got away (Crossleys). one smoked 6^m
 another 9 min. another 5 min. and another
 1 1/2 min, whether the engine was turned
 one rev^l or a day they got away 1/2 min.

Consumption Mean Brake HP Oil per BP

Royal daylight oil (light)	4.5	—	.71
Specific gravity .79	17.0	—	.68
	10.75	—	.72
Russellini spec grav. .82	12.6	—	.69

Stokers

7 Brigade

Payles ✓

H. Williams ✓

L. Ryck ✓

M. Smith ✓

C. Pellicani ✓

W. Poy ✓

~~L. Anderson~~

J. Ryan ✓

C. Strauch ✓

H. M. Gentry ✓

W. Helme ✓

J. Hughes ✓

J. Gilham ✓

G. Wade ✓

J. S. Anderson ✓

Kara ✓

C. Coleman ✓

C. Powell ✓

C. Ogilvie ✓

J. Edwards ✓

Mullholand

Allison

Cake

John Dixon

L. Anderson

Tord

C. Case

John Dixon

J. Alexander

Victorci

Victorci

No. 2nd 1st 2nd

Veck

Capt. Davis

	July 1 st 93	Aug 5	Sept 2 nd	Oct 1 st	Nov 9 th	Barber
J. Alexander Countess	P					
B. Anderson Victoria	P	/	/	/	/	
R. Alliton Otway	W			/	/	
J. Anderson Gordon	P	/	/	/	/	
P. Ayles Gannet	P	/	+	/	/	
C. Bullen Otway	P	+	+	/	/	
W. Coleman Berbur	W	/	/	/	/	
R. Pearson Gannet	W	+	/	/	/	
J. Ford Victoria	P	/	/	/	/	
J. Gilham Lonsdale	W	/	/	/	/	
H. Gorman Victoria	W	/	/	/	/	
J. Hughes Ripran	W	/	/	/	/	
W. Hilline Ripran	P	/	/	/	/	
J. Macdonald Gannet	P	+	/	/	/	
J. Macdonald Countess						
W. M. Garity childers	P	/	/	/	/	
J. Mullholland Gannet	P	+	+	/	/	
T. McGrade Otway	P	+	/	/	/	
C. Powell Berbur	W	/	/	/	/	
C. Gilbeam Albur	W	/	/	/	/	

† Made up full day 23rd Sep 793 † Made up 1/2 day

	July 1	Aug 5	Sept 2 nd	Oct 1 st	Nov 9 th	Barber	Sept 29	Mar 29
J. Hugh Otway	W							
J. Ryan childers	W	/	/	/	/	/	/	/
J. Strachan childers	P	/	/	/	/	/	/	/
G. Wade Gordon	P	/	/	/	/	/	/	/
W. Walker Ripran	P	/	/	/	+	/	/	/
P. Ward Berbur	W	/	/	/	/	/	/	/
W. Smith Albur	P	/	/	/	/	/	/	/
W. Pace Berbur	W	+	/	/	/	/	/	/
J. Dixon Gannet	W	/	+	/	/	/	/	/
H. Williams Berbur	P	/	/	+	/	/	/	/
W. Cox Berbur	W	/	/	/	/	/	/	/
C. Oyerille Berbur	W	/	/	/	/	/	/	/
T. Belward Berbur	W	/	/	/	/	/	/	/
W. M. Berr Berbur	P	+	/	+	/	/	/	/
J. Richards Countess	W	/	/	/	/	/	/	/
H. Sharp Ber	W			/	/	/	/	/
P. Murphy W				+	/	/	/	/
P. Hamilton CM	W			/	/	/	/	/
Edwin Garner	P			/	/	/	/	/
Frank Dunk	P			/	/	/	/	/
J. Henwood				/	/	/	/	/
Pilling				/	/	/	/	/

49194 J. Jones Albur by Cap. Albur

Name Stallers	Saturday 9 June 1894	Make up day June 30 94	July 1 st	August 11 th	Sept 1 st	Sept 29 th Make up
W Addis	/	/	/	/	/	
P Dyles	/	/	/	/	/	
R Anderson	/				/	1/2
P Anderson	/		/			1/2
W Case	/		/	/	/	
W Carson	/	/	/	/	/	
W Coleman	/					
W Allison	/	/	/	/	/	
P Alexander	/		/	/	/	
W Dixon	/	/	/	/	/	
N Edwards	/	/			/	1/2
P Ford	/		/	/	/	
P Garner	/		/	/	/	
P Houston	/	1/2	/	/	/	1/2
N Cox	/	1/2			/	
P Herwood	/		/	/	/	
W Hamilton	/	1/2		/	/	1/2
P Macaden	/	1/2	/	/	/	
P McQuade	/	1/2	/	/	/	
P McBurnie	/	1/2				

1/2 whole day

1/2 1/2 day

Name Stallers	Saturday 9 June 1894	Make up day June 30 94	July 1 st	August 11 th	Sept 1 st	Sept 29 th Make up
Murphy	/		/		/	/
W Powell	/	1/2	/	/	/	
W Pelbecum	/		/	/	/	
W Pelling	/		/	/	/	
W Pugh	/		/	/		1/2
P Mullholland	/			/		1/2
I Oquille	/		/	/	/	
W Richards	/		/	/	/	
P Smith. M	/	1/2			/	
W Sharp	/		/	/	/	
W Ward	/		/	/	/	
P Dumb		1/2	/	/		
Murphy						
P Walter						
P Strachan						
P Mc Garrity						
P Hulme			/			1/2
W Gilham						
P Buller			/			
P Wade						

~~Edison~~ discharged as deserter by Cap de la...
1894

