

10143 Iron Ship

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER'S CERTIFICATE.

The following is a true Account of the Particulars of the Machinery and Boilers:—

ENGINES.—Here state description of Engines, whether Direct Acting or Geared, Inverted, Horizontal, Diagonal, or Oscillating Cylinders; No. of Cylinders, &c.

Direct acting inverted cylinder engines compound
type fitted with surface condenser two cylinders

ENGINES, maker of <i>North Eastern Marine Engineering Co</i>	Bilge Pumps, No. (<i>2</i>) and size <i>3 1/2 dia 30 stroke</i>
„ age of	Feed „ No. (<i>2</i>) and size <i>3 dia 30</i> „
„ last time taken out	Spare gear, if usual quantity on } <i>yes</i> board Vessel
„ present condition <i>very good</i>	Fuel, where stowed <i>in bunkers. Side & athwartships</i>
Diameter of Cylinders <i>25 1/4 & 50</i> „	„ space between Coal Bunkers } <i>9</i> and Boilers
Length of stroke <i>30</i> „	„ for what quantity is space provided <i>700 tons</i>
No. per minute of Engines <i>65</i>	Donkey Engine and Boiler <i>yes</i>
„ of Screw	„ if fitted in Engine Room or } <i>Engine room</i> on Deck
Estimated power <i>98</i>	„ can pump be worked by hand <i>yes</i>
Effective power <i>480</i>	„ size of pump (<i>6</i>) and stroke <i>9</i>
Diameter of Screw (or Paddle Wheels) <i>12' 0"</i>	„ is hose of sufficient length to } <i>yes</i> reach every part of the Vessel
Pitch of Screw <i>12 to 14 feet</i>	No. (<i>1</i>) and continuation of hand } <i>yes</i> pumps, if fitted in Engine Room
No. of Blades (or Floats) <i>4</i>	
Description of Screw (or Floats) <i>cast steel</i>	
Holding down Bolts, size <i>1 1/2</i> „	
„ present condition <i>very good</i>	

BOILER.—Here state description of Boiler, and No.; if Tubular, or Flues; No. of Furnaces; if fitted with superheating apparatus; if Fired athwartships, or from force, or after end of Boiler, &c.

Two multitubular oval boilers with two furnaces
each and superheater fired from forward end

BOILER, maker of <i>North Eastern Marine Engineering Co</i>	Can each Boiler be used separately <i>yes</i>
„ age of <i>April 1870</i>	What clear space between top of } <i>5' 3"</i> Boiler and woodwork
„ when last taken out <i>never</i>	What clear space between Funnel } <i>2' 9"</i> and woodwork
„ present condition <i>very good</i>	Are Engine and Boiler Keelsons } <i>yes</i> well connected fore and aft
„ working pressure <i>60 lbs</i>	
No. of surface Blow off Cocks to } <i>1 surface & 1 bottom</i> each Boiler	
SCREW SHAFT length <i>57' 9"</i> diameter <i>8"</i>	Tunnel, thickness of plating <i>5/16</i> height <i>6' 0"</i>
width <i>3' 9"</i> if water-tight door on Engine Bulkhead. <i>yes</i>	

Port *Newcastle on Tyne* day of *April* 1872

We hereby certify, that the whole of the above Machinery and Boilers of the Iron (~~or Wood~~) Screw (~~or Paddle~~) Steam Vessel *Annie Anslie* belonging to *Londum* whereof *W. Stephenson* is Master, *846.5* Tons Register, and *98* H.P. have been carefully inspected and examined by us at *Howdon on Tyne* and we found the same, at this date, in good order and safe working condition.

Thomas Rose

John Rantline

Marine Engineers.

IRON 451-0108