

# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

## ENGINEER SURVEYOR'S CERTIFICATE.

### ENGINES.


Description *Inverted Compound Surface Condensing* Are all the bilge suction pipes fitted with roses *yes*  
 Made by *North Eastern Engineering Coy.* What vacuum and steam gauges are there attached to the engines } *1 vacuum & 1 steam in Engine room*  
 In the year *1875* and boilers..... } *2 steam on each boiler*  
 Present condition *good*  
 Diameter of cylinder *S.P. 36 IP 68*  
 Length of stroke *45 ins*  
 No. of revolutions per minute *50*  
 Point of cut off *29 1/2 ins*  
 Paddle, or Screw *screw*  
 Nominal Horse Power *250*  
 Diameter of screw, or of paddle wheel *15 1/2*  
 Pitch of screw *20 ft*  
 No. of blades, *4* total surface *88 sq. ft*  
 No. of bilge pumps *2* and size *4 dia. x 4 1/2 stroke single acting*  
 Do they pump from each compartment *yes*  
 Is there provision made for pumping } *yes*  
 from the wings of the stoke hole }

What vacuum and steam gauges are there attached to the engines } *1 vacuum & 1 steam in Engine room*  
 and boilers..... } *2 steam on each boiler*  
 No. of feed pumps *2* and sizes *4 dia. x 4 1/2 stroke single acting*  
 Description and size of } *Inverted Cyl = 4 x 6 stroke*  
 Donkey Engine... } *Pump 4 x 6 stroke double acting*  
 Will it feed the boilers, pump } *yes*  
 from the bilges, and pump } *on deck*  
 Can it be driven by steam } *yes*  
 from a separate boiler }  
 No. of bilge injections *1* and sizes *4 dia.*  
 Are they fitted with non return valves *yes*  
 Is there a hand pump in the engine room *No. But the above donkey can be used as one*  
 Can it be worked by the main engines *No.*  
 Is there a deck hose of sufficient length } *yes*  
 to reach to any part of the vessel }

### CONNECTIONS ON HULL.

Are all connections with the sea } *yes*  
 direct on the skin of the ship }  
 Are they Kingston valves or common cocks *Common Valves & Cocks*  
 Are they fixed sufficiently high on } *yes*  
 the ship's side to be seen } *without lifting the stokehole plates*  
 Are the discharge pipes above or } *at deep load line*  
 below the deep water line }  
 Are they each fitted with a discharge } *yes*  
 valve on the plating of the vessel }

Are any pipes carried through the bunkers *none*  
 If so state how protected  
 When was the stern tube, } *new*  
 propellor, screw shaft, } *and all connections*  
 and all connections } *examined in dry dock*  
 How are the pipes, cocks, and valves } *non return valve & Angle Cocks*  
 arranged so as to prevent } *an unintentional connection*  
 between the sea and the bilge }  
 Have the bilge suction non- } *not fitted*  
 return valves fitted or not }



### BOILERS.

Number *Two*  
 Description *Cylindrical*  
 Made by *North Eastern Engineering Coy.*  
 In the year *1875*  
 Present condition *good*  
 When last extensively repaired *new*  
 Working pressure *70*  
 When tested by Hydraulic pressure *Feb 1875*  
 To what pressure tested *140*  
 Any super-heating apparatus *none*  
 Describe it  
 Can each boiler be worked separately *yes*  
 Is each boiler fitted with a separate steam gauge *2 on each*

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 *Adams 4 1/2 dia = 15.9 sq. ins*  
 No. of square feet of fire-grate } *50*  
 surface in each boiler }  
 Is there a separate blow off and } *yes*  
 brine cock on each boiler, } *independent of those*  
 on the vessel's skin }  
 Is the screw shaft tunnel water } *yes*  
 tight and fitted with a } *sluice door on bulkhead*  
 Are all pipes, cocks, and roses in con- } *yes*  
 nection with these boilers acces- } *sible to the engineer at all times*

Manufacturer.

I hereby certify that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel *"Naples"* owned by *Messrs Nelson Dockyard & Co.* of the Port of *London* of *1473* Tons Register, and *250* Nominal Horse Power, have been carefully inspected and examined by *me* at *Jarrow* and found to be at this date, viz., *May 28<sup>th</sup> 1875* in good order and safe working condition.

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