

Newcastle No 12908

14674

Iron

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*
and boilers..... } *2 steam on each boiler*

In the year *1875*

Present condition *good*

Diameter of cylinder *S.A.P. 36 I.P. 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 *20ft*

No. of blades, *4* total surface *88 sq. ft*

No. of bilge pumps *2* and size *4 dia. x 4 1/2 stroke acting*

Do they pump from each compartment *yes*

Is there provision made for pumping from the wings of the stoke hole } *yes*

Description and size of } *Inverted Cyl = 7' x 6' stroke*
Donkey Engine... } *Pump 4' x 6' stroke double acting*

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 *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 to reach to any part of the vessel } *yes*

CONNECTIONS ON HULL.

Are all connections with the sea direct on the skin of the ship } *yes*

Are they Kingston valves or common cocks *Common Valves & Cocks*

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehole plates } *yes*

Are the discharge pipes above or below the deep water line } *at deep load line*

Are they each fitted with a discharge valve on the plating of the vessel } *yes*

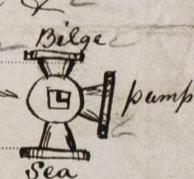
Are any pipes carried through the bunkers *none*

If so state how protected _____

When was the stern tube, propellor, screw shaft, and all connections examined in dry dock } *new*

How are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilge } *non return valve & Angle Cocks*

Have the bilge suction non-return valves fitted or not } *not fitted*



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 *July 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 area*

No. of square feet of fire-grate surface in each boiler } *50*

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 } *yes*

Are all pipes, cocks, and roses in connection with these boilers accessible to the engineer at all times } *yes*

Manufacturer.

W. & A. Cowell

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 Dockson & Coy*

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 28th 1875* in good order and safe working condition.

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