

No. Reg. 1a

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S CERTIFICATE & REPORT.

ENGINES.

No. Port Report (if any) on Hull of Vessel.

Description *Compound Inverted*
 Made by *Blair*
 the year *1843.*
 Present condition *Good.*
 Diameter of cylinder *28 and 56 1/2 inches*
 Length of stroke *36 inches*
 No. of revolutions per minute *66*
 Point of cut off *3/4*
 Paddle, or Screw *Screw*
 Nominal Horse Power *130*
 Diameter of screw, or of paddle wheel *13 1/2 feet*
 Pitch of screw *17 1/2*
 No. of blades, *4* total surface
 No. of bilge pumps *2* and size *4" dia, 20" str*
 Do they pump from each compartment *yes*
 Is there provision made for pumping }
 from the wings of the stoke hold } *no from centre only*

Are all the bilge suction pipes fitted with roses *yes*
 What vacuum and steam gauges are there attached to the engines and boilers..... } *Two Steam and one Vacuum*
 No. of feed pumps *2* and sizes *4" dia, 20" str*
 Description and size of } *Inv. Double Acting Donkey Engine... 6" dia, 9" str.*
 Will it feed the boilers, pump from the bilges, and pump on deck } *yes*
 Can it be driven by steam } *yes*
 from a separate boiler }
 No. of bilge injections *1* and sizes *3 1/2 inches*
 Are they fitted with non return valves
 Is there a hand pump in the engine room *no. Donkey can be used as such*
 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 *Cocks and screw down valves*
 Are they fixed sufficiently high on } *no,*
 the ship's side to be seen }
 without lifting the stoke hold }
 plates }
 Are the discharge pipes above or } *Below*
 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 *no*
 If so state how protected
 When was the stern tube, } *Jan. 1846*
 propeller, screw shaft, }
 and all connections }
 examined in dry dock }
 How are the pipes, cocks, and valves } *efficient arrangement*
 arranged so as to prevent }
 an unintentional connection }
 between the sea and the bilge }
 Have the bilge suction non- } *no.*
 return valves fitted or not }

BOILERS.

Number *Two*
 Description *Cylindrical, Multitubular*
 Made by *Blair & Co Stockton*
 In the year *1843*
 Present condition *Good*
 When last extensively repaired, *not been repaired.*
 Working pressure *65 lbs.*
 When tested by hydraulic pressure *1844 (stated)*
 To what pressure tested *130 lb*
 Any super-heating apparatus *no*
 Describe it
 Can each boiler be worked separately *yes*
 Is each boiler fitted with a separate steam gauge } *no, one gauge with cocks to each boiler.*

Can the super-heater be shut off and } *none*
 the boilers worked separately }
 No. of safety valves on each boiler *one*
 Description and area of each safety valve *Levert weight, 17.26 sq in*
 No. of square feet of fire-grate } *3 1/8*
 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.

hereby certify that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle)

Steam Vessel *Neptuno* owned by
 of the Port of _____ of *552* Tons Register, and *130* Nominal Horse Power,
 have been carefully inspected and examined by _____ at *London* and found to be
 at this date, viz., *28th January 1846* in good order and safe working condition.

Fee £ 3. 3. 0^d

Ridg. F. C.


 Engineer Surveyor to Lloyd's Register of Shipping.

1/2/46
£ 3. 3. 0.