

# 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.

100888

ENGINES, maker of *John Stewart*  
 „ age of *Iron*  
 „ last time taken out *—*  
 „ present condition *—*  
 Diameter of Cylinders *24" & 42"*  
 Length of stroke *30 inches*  
 No. per minute of Engines *70*  
 „ of Screw *70*  
 Estimated power *80 N.H.P.*  
 Effective power *320*  
 Diameter of Screw (or Paddle Wheel) *10'0"*  
 Pitch of Screw *18'6" to 15'6"*  
 No. of Blades (or Floats) *4*  
 Description of Screw (or Floats) *varying pitch*  
 Holding down Bolts, size *1 5/8 inches*  
 „ present condition *Iron*

Large Pumps, No. ( *2* ) and size *4 1/2"*  
 Feed „ No. ( *2* ) and size *4 1/2"*  
 Spare gear, if usual quantity on board Vessel } *Yes*  
 Fuel, where stowed *Cross Bunkers & Partly alongside*  
 „ space between Coal Bunkers and Boilers } *Upper side of Boilers*  
 „ for what quantity is space provided *160*  
 Donkey Engine ~~and Boiler~~ *Yes*  
 „ if fitted in Engine Room or on Deck } *Stoke hole*  
 „ can pump be worked by hand *Yes*  
 „ size of pump ( *5* ) and stroke *6 inches*  
 „ is hose of sufficient length to reach every part of the Vessel } *Yes*  
 No. ( *2* ) ~~and continuation of hand pumps, if fitted in Engine Room~~ } *Donkey fitted in Engine Room for main Boilers only*

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 fore, or after end of Boiler, &c.

*Two Cylindrical Tubular Boilers, two furnaces in each, No Superheating Apparatus, Fired from fore end of Boiler*

BOILER, maker of *John Stewart*  
 „ age of *Iron*  
 „ when last taken out *—*  
 „ present condition *—*  
 „ working pressure *60 lbs*  
 No. of surface Blow off Cocks to each Boiler } *One to each*

Can each Boiler be used separately *Yes*  
 What clear space between top of Boiler and woodwork } *7 feet*  
 What clear space between Funnel and woodwork } *1 1/2 inches*  
 Are Engine and Boiler Keelsons well connected fore and aft } *Yes*

SCREW SHAFT length *19 ft* diameter *7 3/4"* Tunnel, thickness of plating *not* height *any funnel*  
 width *—* if water-tight door on Engine Bulkhead. *Yes*

Port *London* 19<sup>th</sup> day of *April* 1872

I hereby certify, that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel *Basingstoke* belonging to *Southampton* whereof *Capt. Orme* is Master, *441* Tons Register, and *80* H.P. have been carefully inspected and examined by *at (Stew.)* and found the same, at this date, in good order and safe working condition.

*John Stewart*

Marine Engineers.