

10185 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.

Two compound inverted cylinders with Davison's patent surface Condenser

ENGINES, maker of *John & W. Dudgeon*
 „ age of *new*
 „ last time taken out *—*
 „ present condition *—*
 Diameter of Cylinder *26 ins & 50 ins*
 Length of stroke *2 feet*
 No. per minute of Engines *88*
 „ of Screw *22*
 Estimated power *95 horses*
 Effective power
 Diameter of Screw (or Paddle Wheels) *9'-9 1/2*
 Pitch of Screw *12'-10"*
 No. of Blades (or Floats) *3*
 Description of Screw (or Floats) *Common*
 Holding down Bolts, size *5/8" to 1 1/4"*
 „ present condition *new*

Bilge Pumps, No. (*2*) and size *3 3/8" dia x 12" stroke*
 Feed „ No. (*2*) and size *3 3/8" dia x 12" stroke*
 Spare gear, if usual quantity on board Vessel } *Yes*
 Fuel, where stowed *In Bunkers at wings of machinery space*
 „ space between Coal Bunkers and Boilers } *—*
 „ for what quantity is space provided *about 180 tons*
 Donkey Engine and Boiler *Yes*
 „ if fitted in Engine Room or on Deck } *Engine in Engine room Boiler on main deck*
 „ can pump be worked by hand *Yes*
 „ size of pump (*4 1/2*) and stroke *8'*
 „ is hose of sufficient length to reach every part of the Vessel } *Yes*
 No. () and continuation of hand pumps, if fitted in Engine Room } *—*

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.

One cylindrical tubular boiler 3 cylindrical furnaces fired forward. No superheater. One cylindrical steam chest

BOILER, maker of *John & W. Dudgeon*
 „ age of *new*
 „ when last taken out *—*
 „ present condition *—*
 „ working pressure *65 lbs pr. sq. in.*
 No. of surface Blow off Cocks to each Boiler } *2*

Can each Boiler be used separately *Yes*
 What clear space between top of Boiler and woodwork } *1'-6"*
 What clear space between Funnel and woodwork } *1'-8"*
 Are Engine and Boiler Keelsons well connected fore and aft } *Yes*

SCREW SHAFT length *22'-4"* diameter *8 1/8"* Tunnel, thickness of plating *None* height
 width if water-tight door on Engine Bulkhead. *None*

Port of *London* 16th day of *April* 18 *92*

We hereby certify, that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel "*John Dudgeon*" belonging to *A. Dudgeon of Portchester* whereof *George Chittaur* is Master, Tons Register, and *95* H.P. have been carefully inspected and examined by us at *London* and we found the same, at this date, in good order and safe working condition.

J. W. Dudgeon
Millwall London
 Marine Engineers.

IRON 451-0157

