

10494 *Im*

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.

*Inverted Direct Acting Jet Condensing
Screw Engine*

ENGINES, maker of	<i>R & W Hawthorn</i>	Bilge Pumps, No. (<i>2</i>) and size	<i>3 3/4 dia X 15 1/2 Stroke</i>
„ age of	<i>Now in August 1864</i>	Feed „ No. (<i>2</i>) and size	<i>3 3/4 do X 15 1/2 do</i>
„ last time taken out	<i>not taken out since first put in</i>	Spare gear, if usual quantity on board Vessel	
„ present condition	<i>Fair</i>	Fuel, where stowed	<i>in Bunker at order of Engineer</i>
Diameter of Cylinder	<i>36"</i>	„ space between Coal Bunkers and Boilers	<i>3"</i>
Length of stroke	<i>28"</i>	„ for what quantity is space provided	<i>160 Tons</i>
No. per minute of Engines	<i>40</i>	Donkey Engine and Boiler	<i>2 Donkey Engines</i>
„ of Screw	<i>40</i>	„ if fitted in Engine Room or on Deck	<i>in Engine Room</i>
Estimated power	<i>80 H.P.</i>	„ can pump be worked by hand	<i>yes</i>
Effect of	<i>360</i>	„ size of pump (H.P.) and stroke	<i>8" & 14"</i>
Diameter of screw (or Paddle Wheels)	<i>11' 6"</i>	„ is hose of sufficient length to reach every part of the Vessel	<i>yes</i>
Pitch of Screw	<i>14' 0" increasing to 16' 0" at</i>	No. () and continuation of hand pumps, if fitted in Engine Room	<i>two on deck one in combination with the Donkey</i>
No. of Blades (or Floats)	<i>4</i>		
Description of Screw (or Floats)	<i>Right Hand fixed blades</i>		
Holding down Bolts, size	<i>2 1/4" dia</i>		
„ present condition			

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.

1 Multitubular Boiler with 4 Furnaces & fitted with Superheating Apparatus & fired from fore end of Boiler

BOILER, maker of	<i>R & W Hawthorn</i>	Can each Boiler be used separately	<i>1 Boiler</i>
„ age of	<i>about 4 1/2 years</i>	What clear space between top of Boiler and woodwork	<i>4' 6"</i>
„ when last taken out		What clear space between Funnel and woodwork	<i>2' 3"</i>
„ present condition	<i>Slightly worn</i>	Are Engine and Boiler Keelsons well connected fore and aft	<i>yes</i>
„ working pressure	<i>20 lbs</i>		
No. of surface Blow off Cocks to each Boiler	<i>one</i>		
SCREW SHAFT length	<i>24' 0"</i>	diameter	<i>4 1/4"</i>
width	<i>none</i>	Tunnel, thickness of plating	<i>none</i>
		height	<i>none</i>
		if water-tight door on Engine Bulkhead.	<i>none</i>

Port *of Newcastle* *Ward* day of *July* 1872

I hereby certify, that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel *Beboide* belonging to *Newcastle* whereof *Robt O Gallen* is Master, *449* Tons Register, and *80* H.P. have been carefully inspected and examined by *me* at *Newcastle* and I have found the same, at this date, in good order and safe working condition.

James Spence
Lloyd's Register
Marine Engineers.