

11149

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 Compound Direct Acting

ENGINES, maker of <i>Huderson Sulbourn & Co</i> „ age of <i>New</i> „ last time taken out <i>Never</i> „ present condition <i>New</i> Diameter of Cylinder <i>One 32" One 60"</i> Length of stroke <i>3 feet</i> No. per minute of Engines <i>65 Revolutions</i> „ of Screw <i>Do</i> Estimated power <i>160 H.P.</i> Effective power <i>800 "</i> Diameter of Screw (or Paddle Wheels) <i>13 ft</i> Pitch of Screw <i>19 "</i> No. of Blades (or Floats) <i>four</i> Description of Screw (or Floats) <i>Disconnecting Blades</i> Holding down Bolts, size <i>1 1/2 "</i> „ present condition <i>New</i>	Bilge Pumps, No. (<i>2</i>) and size <i>4 "</i> Feed „ No. (<i>2</i>) and size <i>4 "</i> Spare gear, if usual quantity on board Vessel } <i>Yes</i> Fuel, where stowed <i>Bunkers</i> „ space between Coal Bunkers and Boilers } <i>12 "</i> „ for what quantity is space provided <i>150 tons</i> Donkey Engine and Boiler <i>Yes</i> „ if fitted in Engine Room or on Deck } <i>Two Deck</i> „ can pump be worked by hand <i>Yes</i> „ size of pump (<i>4</i>) and stroke <i>8 "</i> „ is hose of sufficient length to reach every part of the Vessel } <i>Yes</i> No. (<i>1</i>) and continuation of hand pumps, if fitted in Engine Room } <i>Yes</i>
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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 Double Return Tubular Boiler 6 Furnaces with Steam Chests & fired fore & aft

BOILER, maker of <i>Huderson Sulbourn & Co</i> „ age of <i>New</i> „ when last taken out <i>Never</i> „ present condition <i>New</i> „ working pressure <i>65 lbs</i> No. of surface Blow off Cocks to each Boiler } <i>One</i>	Can each Boiler be used separately <i>—</i> What clear space between top of Boiler and woodwork } <i>12 "</i> What clear space between Funnel and woodwork } <i>12 "</i> Are Engine and Boiler Keelsons well connected fore and aft } <i>Yes</i>
CREW SHAFT length <i>90 ft</i> diameter <i>9 "</i> Tunnel, thickness of plating <i>3/8 + 1/4 "</i> height <i>5 ft</i> width <i>3 ft</i> if water-tight door on Engine Bulkhead. <i>Yes</i>	

Port *Reusnew* *27th* day of *February* 18*93*

We hereby certify, that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel "*Wentworth*" belonging to *Sydney* whereof *Thos. Parker* is Master, *956* Tons Register, and *160* H.P. have been carefully inspected and examined by us at *Reusnew* and *we* found the same, at this date, in good order and safe working condition.

Huderson Sulbourn & Co
 Lloyd's Register
 Marine Engineers.