

12046 Jm

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.

A pair of inverted cylinders, Compound Engine fitted with Surface Condenser.

ENGINES, maker of <i>North Eastern Marine Engineering Co. L^d</i>	Bilge Pumps, No. (<i>2</i>) and size <i>3 1/2" dia</i>
„ age of <i>New</i>	Feed „ No. (<i>2</i>) and size <i>3 1/2" dia</i>
„ last time taken out <i>"</i>	Spare gear, if usual quantity on board Vessel <i>Yes</i>
„ present condition <i>"</i>	Fuel, where stowed <i>In fore & aft bunkers</i>
Diameter of Cylinder <i>32" x 60"</i>	„ space between Coal Bunkers and Boilers <i>9"</i>
Length of stroke <i>33"</i>	„ for what quantity is space provided <i>15 1/2 tons in engine boiler space in fore & aft bunkers</i>
No. per minute of Engines <i>60</i>	Donkey Engine and Boiler <i>Yes</i>
„ of Screw <i>60</i>	„ if fitted in Engine Room or on Deck <i>Engine room</i>
Estimated power <i>110 150</i>	„ can pump be worked by hand <i>Yes</i>
Effective power <i>560</i>	„ size of pump (<i>4"</i>) and stroke <i>6"</i>
Diameter of Screw (or Paddle Wheels) <i>13.6"</i>	„ is hose of sufficient length to reach every part of the Vessel <i>Yes</i>
Pitch of Screw <i>16"</i>	No. () and continuation of hand pumps, if fitted in Engine Room
No. of Blades (or Floats) <i>4</i>	
Description of Screw (or Floats) <i>Right handed true screw</i>	
Holding down Bolts, size <i>1 1/8" dia</i>	
„ present condition <i>New</i>	

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 Multitubular Circular boilers, with two furnaces each, fired from forward end.

BOILER, maker of <i>North Eastern Marine Engineering Co. L^d</i>	Can each Boiler be used separately <i>Yes</i>
„ age of <i>New</i>	What clear space between top of Boiler and woodwork <i>4.3"</i>
„ when last taken out <i>"</i>	What clear space between Funnel and woodwork <i>2.3"</i>
„ present condition <i>"</i>	Are Engine and Boiler Keelsons well connected fore and aft <i>Yes</i>
„ working pressure <i>4 1/2 lbs</i>	
No. of surface Blow off Cocks to each Boiler <i>One end one bottom</i>	
SCREW SHAFT length <i>100'</i> - diameter <i>10"</i> Tunnel, thickness of plating <i>3/16"</i> height <i>8"</i>	
width <i>4'</i> if water-tight door on Engine Bulkhead. <i>Yes</i>	

Port *London* 22nd day of *October* 1873

I hereby certify, that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel *Good Hope* belonging to *San Louis 50th* whereof *H. Bainton* is Master, *1018.24* Tons Register, and *150* 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.

in and on behalf of the North Eastern
 Marine Engineering Company
 Limited.
 Marine Engineers.
Walter Beattie
 Lloyd's Register
 Foundation