

12153. *Jan.*

# 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 Cylinder, direct acting Compound*

ENGINES, maker of	<i>LONDON &amp; GLASGOW ENGINEERING CO. LTD.</i>	Bilge Pumps, No. ( <i>2</i> ) and size	<i>8" dia - 10 1/2" stroke</i>
„ age of	<i>New</i>	Feed „ No. ( <i>2</i> ) and size	<i>7" 1" 1/2" stroke</i>
„ last time taken out		Spare gear, if usual quantity on board Vessel	<i>Yes</i>
„ present condition		Fuel, where stowed	<i>Bunkers fore &amp; aft of Boilers</i>
Diameter of Cylinder	<i>44" x 49"</i>	„ space between Coal Bunkers and Boilers	<i>1" 1"</i>
Length of stroke	<i>3' 9"</i>	„ for what quantity is space provided	
No. per minute of Engines	<i>56</i>	Donkey Engine and Boiler	<i>Boiler on Deck</i>
„ of Screw		„ if fitted in Engine Room or on Deck	<i>Engine in Engine Room</i>
Estimated power	<i>320</i>	„ can pump be worked by hand	<i>Yes</i>
Effective power	<i>1500</i>	„ size of pump ( <i>4 1/2"</i> ) and stroke	<i>8"</i>
Diameter of Screw (or Paddle Wheels)	<i>14 3/4</i>	„ is hose of sufficient length to reach every part of the Vessel	<i>Yes</i>
Pitch of Screw	<i>24</i>	No. ( <i>1</i> ) and continuation of hand pumps, if fitted in Engine Room	<i>to Boiler Deck &amp; Sea</i>
No. of Blades (or Floats)	<i>4</i>		
Description of Screw (or Floats)	<i>Repaired Blades</i>		
Holding down Bolts, size	<i>1 1/4</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.

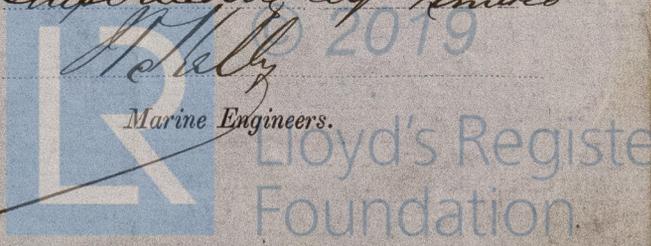
*Four Circular Tubular Boilers fired athwartship  
3 furnaces in each*

BOILER, maker of	<i>LONDON &amp; GLASGOW ENGINEERING CO. LTD.</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>No woodwork</i>
„ when last taken out		What clear space between Funnel and woodwork	<i>No woodwork</i>
„ present condition		Are Engine and Boiler Keelsons well connected fore and aft	<i>Yes</i>
„ working pressure	<i>70</i>		
No. of surface Blow off Cocks to each Boiler	<i>one</i>		
SCREW SHAFT length	<i>22' 0"</i>	diameter	<i>1" 2 1/2"</i>
width	<i>4' 6"</i>	Tunnel thickness of plating	<i>height</i>
		if water-tight door on Engine Bulkhead.	<i>No</i>

Port *Glasgow* *2<sup>o</sup>* day of *December* 18 *73*

*We* hereby certify, that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel "*Glenartney*" belonging to *Allan Gorn Coy*, whereof *John Gray* is Master, *1370*<sup>*91*</sup>/<sub>*100*</sub> Tons Register, and *320* H.P. have been carefully inspected and examined by *us* at *Glasgow* and *we* found the same, at this date, in good order and safe working condition.

*For the London & Glasgow Engineering & Iron Shipbuilding Coy Limited*  
*W. Kelly*  
Marine Engineers.



IRON 456-0002