

12403 *Br* "S.S. Montgomeryshire"

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 or of Cylinders, &c.

*Direct acting Inverted Cylinders Surface Condensing Compound Engines*

ENGINES, maker of <i>London &amp; Glasgow Eng. &amp; S.S. Co. Ltd</i>	Bilge Pumps, No. ( <i>2</i> ) and size <i>6 1/2 dia 8" Stroke</i>
„ age of <i>New</i>	Feed „ No. ( <i>2</i> ) and size <i>5 3/4 " 11 1/4 "</i>
„ last time taken out _____	Spare gear, if usual quantity on board Vessel } <i>Yes</i>
„ present condition <i>New</i>	Fuel, where stowed <i>Side &amp; Forward Bunkers</i>
Diameter of Cylinder <i>35" x 62" inches</i>	„ space between Coal Bunkers } <i>14"</i>
Length of stroke <i>3 ft 6 inches</i>	„ for what quantity is space provided <i>360 tons</i>
No. per minute of Engines _____	Donkey Engine and Boiler <i>Boiler in Stowhole</i>
„ of Screw _____	„ if fitted in Engine Room or on Deck } <i>Engine in Engine Room</i>
Estimated power <i>200 H.P.</i>	„ can pump be worked by hand } <i>Yes</i>
Effective power <i>200 H.P.</i>	„ size of pump ( <i>4 1/2</i> ) and stroke <i>10"</i>
Diameter of Screw (or Paddle Wheels) <i>15" x 3</i>	„ is hose of sufficient length to reach every part of the Vessel } <i>Yes</i>
Pitch of Screw <i>20.9"</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>Common</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 force, or after end of Boiler, &c.

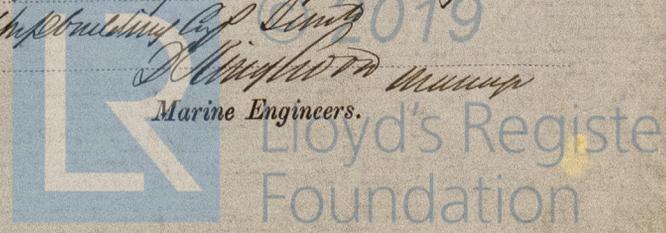
*Two Cylindrical Tubular Boilers with 3 Furnaces in each Lying Back to back fired fore & aft*

BOILER, maker of <i>London &amp; G. Eng. &amp; S.S. 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 hood work</i>
„ when last taken out _____	What clear space between Funnel and woodwork } <i>No hood work</i>
„ present condition <i>New</i>	Are Engine and Boiler Keelsons well connected fore and aft } <i>Yes</i>
„ working pressure <i>62 lb</i>	
No. of surface Blow off Cocks to each Boiler } <i>one</i>	
SCREW SHAFT length <i>110 ft</i> diameter <i>10 3/4</i> Tunnel thickness of plating <i>5/16</i> height <i>4 feet</i>	
width <i>4 ft. 9 in</i> if water-tight door on Engine Bulkhead. <i>Yes</i>	

Port *Glasgow* day of *20 July* 18 *94*

*We* hereby certify, that the whole of the above Machinery and Boilers of the Iron (or Wood) Screw (or Paddle) Steam Vessel *Montgomeryshire* belonging to *Reynolds & Co* whereof *Reynolds* is Master, *1146 3/8* Tons Register, and *200* 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.

*London & Glasgow Engineering & Shipbuilding Co. Ltd*  
*Marine Engineers.*



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