

13580 *Ln*

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.

Engines are originally simple beam engines but have been converted into compound Engines by John James Thomson in 1874.

ENGINES, maker of *J & J Thomson*
 „ age of *compound 1874* *(J & J Thomson)*
 „ last time taken out —
 „ present condition —
 Diameter of Cylinder *2 - 21 1/2 2 - 50"*
 Length of stroke *3 - 6*
 No. per minute of Engines *50 to 55*
 „ of Screw *do do*
 Estimated power *250*
 Effective power *about 1000*
 Diameter of Screw (or Paddle Wheels)
 Pitch of Screw
 No. of Blades (or Floats) *Four*
 Description of Screw (or Floats)
 Holding down Bolts, size —
 „ present condition —

Bilge Pumps, No. (*2*) and size *4 1/2" diam x 3-6" stroke*
 Feed „ No. (*2*) and size *4 1/2" x 3-6"*
 Spare gear, if usual quantity on }
 board Vessel }
 Fuel, where stowed *at bottom of Engine Room & in the ship's bunkers*
 „ space between Coal Bunkers } *12"*
 and Boilers }
 „ for what quantity is space provided *500 tons*
 Donkey Engine and Boiler *Yes*
 „ if fitted in Engine Room or } *Boiler on Deck, Engine in*
 on Deck } *Engine Room*
 „ can pump be worked by hand
 „ size of pump (*4*) and stroke *9"*
 „ is hose of sufficient length to }
 reach every part of the Vessel }
 No. (*1*) and continuation of hand }
 pumps, if fitted in Engine Room }

BOILER.—Here state description of Boiler, and No.; if Tubular, or Flues; No. of Furnaces; if fitted with superheating apparatus; if Fitted
athwartships, or from fore, or after end of Boiler, &c.

BOILER, maker of *J & J Thomson*
 „ age of *New*
 „ when last taken out
 „ present condition *New*
 Working pressure
 „ Blow off Cocks to } *one*
 „ } *one*

Can each Boiler be used separately *Yes*
 What clear space between top of }
 Boiler and woodwork }
 What clear space between Funnel }
 and woodwork }
 Are Engine and Boiler Keelsons }
 well connected fore and aft }

SCREW SHAFT length *84 ft* diameter *10"* Tunnel thickness of plating *6/16"* height *4' 9"*
 width *3' 9"* if water-tight door on Engine Bulkhead. *yes*

Port of *Glasgow* *5th* day of *October* 18*74*

hereby certify, that the whole of the above Machinery and Boilers of the Iron (or Wood)
 Screw (or Paddle) Steam Vessel *Erl King* belonging to *Glasgow*
 whereof *W. H. Pearce* is Master, *12,178* Tons Register, and *250* - 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.

John James Thomson
Finnistown Engine Works
 Marine Engineers.