

9066

# 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, Direct Acting Surface Condensing, Corliss Valves, 2 Cylinders*

ENGINES, maker of <i>North Eastern Marine Engineering Co. Ltd.</i>	Bilge Pumps, No. ( <i>2</i> ) and size <i>3" x 36" Stroke</i>
„ age of <i>7 Years</i>	Feed „ No. ( <i>2</i> ) and size <i>3" x 36" "</i>
„ last time taken out <i>January 1871</i>	Spare gear, if usual quantity on board Vessel <i>Yes</i>
„ present condition <i>good</i>	Fuel, where stowed <i>Sides of Engine &amp; Boiler space</i>
Diameter of Cylinder <i>42"</i>	„ space between Coal Bunkers and Boilers <i>9"</i>
Length of stroke <i>36"</i>	„ for what quantity is space provided <i>153 Tons</i>
No. per minute of Engines <i>55</i>	Donkey Engine and Boiler
„ of Screw <i>"</i>	„ if fitted in Engine Room or on Deck <i>Engine room</i>
Estimated power <i>120 H.P.</i>	„ can pump be worked by hand <i>Yes</i>
Effective power <i>140 I.H.P.</i>	„ size of pump ( <i>6"</i> ) and stroke <i>9"</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>15 feet</i>	No. ( <i>1</i> ) and continuation of hand pumps, if fitted in Engine Room <i>good</i>
No. of Blades (or Floats) <i>17</i>	
Description of Screw (or Floats) <i>Ordinary</i>	
Holding down Bolts, size <i>1 1/2"</i>	
„ present condition <i>good</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.

*One dry bottomed, Tubular Boiler*

BOILER, maker of <i>North Eastern Marine Engineering Co. Ltd.</i>	Can each Boiler be used separately
„ age of	What clear space between top of Boiler and woodwork <i>18"</i>
„ when last taken out <i>January 1871</i>	What clear space between Funnel and woodwork <i>3 ft.</i>
„ present condition <i>good</i>	Are Engine and Boiler Keelsons well connected fore and aft <i>Yes</i>
„ working pressure <i>40 lbs.</i>	
No. of surface Blow off Cocks to each Boiler <i>one</i>	
Screw SHAFT length <i>102 ft.</i> diameter <i>9"</i>	Tunnel, thickness of plating height <i>6'-0"</i>
width <i>4'-0"</i> if water-tight door on Engine Bulkhead. <i>Yes</i>	

Port *London* day of *January* 1871

*We* 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 \_\_\_\_\_ whereof \_\_\_\_\_ is Master, \_\_\_\_\_ Tons Register, and *120* 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.

Given on behalf of the North Eastern Marine Engineering Company Limited. Lloyd's Register Marine Engineers. Foundation

IRON504-0049

*Walter Beattie Curry*