

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

ENGINEER SURVEYOR'S CERTIFICATE, & REPORT.

ENGINES.

Description *Inverted Compound surface Condensing,*
 Made by *Messrs Readhead & Co South Shields,*
 In the year *1875,*
 Present condition *good,*
 Diameter of cylinder *HP 28, LP 50,*
 Length of stroke *33,*
 No. of revolutions per minute *75,*
 Point of cut off *5/8th of stroke,*
 Paddle, or Screw *Screw,*
 Nominal Horse Power *99,*
 Diameter of screw, or of paddle wheel *12-6,*
 Pitch of screw *15-6 (mean)*
 No. of blades, *4* total surface *45 sq. feet,*
 No. of bilge pumps *2* and size *3 dia x 16 1/2 stroke single acting,*
 Do they pump from each compartment *yes,*
 Is there provision made for pumping } *yes,*
 from the wings of the stoke hole }

Are all the bilge suction pipes fitted with roses *yes,*
 What vacuum and steam gauges are } *1 vacuum gauge,*
 there attached to the engines } *1 Compound do,*
 and boilers..... } *1 Steam in engine room,*
 } *1 do " stokehole,*
 No. of feed pumps *2* and sizes *3 dia x 16 1/2 stroke single acting,*
 Description and size of } *Inverted Cyl 6 dia x 9 stroke*
 Donkey Engine... } *Pump 4 " x 9 " double acting,*
 Will it feed the boilers, pump } *yes,*
 from the bilges, and pump }
 on deck }
 Can it be driven by steam } *yes,*
 from a separate boiler }
 No. of bilge injections *one* and sizes *4 dia,*
 Are they fitted with non return valves *yes,*
 Is there a hand pump in the engine room *yes,*
 Can it be worked by the main engines *no,*
 Is there a deck hose of sufficient length } *yes,*
 to reach to any part of the vessel }

CONNECTIONS ON HULL.

Are all connections with the sea } *yes,*
 direct on the skin of the ship }
 Are they Kingston valves or common cocks *Common valves & Cocks,*
 Are they fixed sufficiently high on } *All on round of Bilge except Blow*
 the ship's side to be seen } *off Cock which is near the bottom,*
 without lifting the stokehole } *and can be easily got at.*
 plates }
 Are the discharge pipes above or } *Above.*
 below the deep water line }
 Are they each fitted with a discharge } *yes,*
 valve on the plating of the vessel }

Are any pipes carried through the bunkers *no,*
 If so state how protected
 When was the stern tube, } *new,*
 propellor, screw shaft, }
 and all connections }
 examined in dry dock }
 How are the pipes, cocks, and valves } *non return valves,*
 arranged so as to prevent }
 an unintentional connection }
 between the sea and the bilge }
 Have the bilge suction non- } *not fitted,*
 return valves fitted or not }

BOILERS.

Number *one,*
 Description *Cylindrical,*
 Made by *Messrs Readhead & Co,*
 In the year *1875,*
 Present condition *good,*
 When last extensively repaired *new,*
 Working pressure *70 lbs per sq. inch,*
 When tested by Hydraulic pressure *August 1875,*
 To what pressure tested *140 lbs per sq. inch,*
 Any super-heating apparatus *none,*
 Describe it
 Can each boiler be worked separately *yes,*
 Is each boiler fitted with a separate steam gauge *yes,*

Can the super-heater be shut off and }
 the boilers worked separately }
 No. of safety valves on each boiler *2,*
 Description and area of each safety valve *new weight dia 4 1/2 = 15.9 sq. ins.*
 No. of square feet of fire-grate } *50 1/2,*
 surface in each boiler }
 Is there a separate blow off and } *yes,*
 brine cock on each boiler, }
 independent of those }
 on the vessel's skin }
 Is the screw shaft tunnel water } *Tunnel watertight*
 tight and fitted with a } *sluice door fitted.*
 sluice door on bulkhead }
 Are all pipes, cocks, and roses in con- } *yes,*
 nection with these boilers acces- }
 sible to the engineer at all times }

Wm Readhead & Co Manufacturer.

I hereby certify that the whole of the above Machinery and Boilers of the Iron (or ~~Wood~~) Screw (or Paddle)
 Steam Vessel *"Sagunto"* owned by *J. J. Sister*
 of the Port of *Valencia* of *624.02* Tons Register, and *99* Nominal Horse Power,
 have been carefully inspected and examined by *me* at *South Shields* and found to be
 at this date, viz., *October 9th 1875,* in good order and safe working condition.

William Allison,
 Engineer Surveyor to Lloyd's Register of Shipping.