

## ENGINES.

Rec 22/2/77

Are all the bilge suction pipes fitted with roses *Yes*

No. of feed pumps *(2)* and sizes *4" dia, 15" stroke*

What gauges are there attached to the engines and boilers ... *(1) Steam gauge on Boilers*  
*(1) ditto " on Engines*  
*(1) vacuum " ditto "*

Description and size of } *22(1) Ballcock pump D.A. 6" dia 10" stroke*  
Donkey Pumps ... } *" (2) Sundry do D.A. 4" dia 6" stroke*

Where do they pump from ..... *(22(1) from Tanks & Bilge of Eng. room -*  
*- & Fore hold.*  
*22(2) " Bilge & Sea*

No. of bilge injections *1* and sizes *4" dia*

Are they connected to air, or circulating pumps *circulating*

Is there a hand pump in the engine room *No sundry used*

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 }

Can the super-heater be shut off and the boilers worked separately } *None*

Description and area of safety valves on each boiler ..... } *1 Lion & Wright 5 1/2 dia*  
*23 1/2 sq inches*

No. of square feet of fire-grate surface in each boiler } *41 sq feet*

Are there separate blow off and brine cocks on each boiler, independent of those on the vessel's skin } *Yes*

Are all pipes, cocks, roses, and pumps in connection with the machinery accessible at all times..... } *All except rose in fore hold*

Tested by hydraulic pressure to not ascertained, Date \_\_\_\_\_  
Description and area of safety valves (1) dead Weight = 4.2 sq in  
No. of square feet of fire grate 10 sq. ft

What pipes are carried through the bunkers *None*

How are they protected *—*

When were the stern tube, propeller, screw shaft, and all connections examined in dry dock *Stern tube & Screw Shaft April 45  
Propeller & connections Feb 47*

Are the pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilge *Yes*

Is the screw shaft-tunnel water tight and fitted with a sluice door on bulkhead *Not Water tight*

I hereby certify that the whole of the above are correct particulars of the Machinery and Boilers of the Iron (~~or Wood~~) Screw (~~or Paddle~~) Steam Vessel "Labile" owned by J. Young & Sons & Co. of the Port of London of 434 Tons Register, and 90 Registered Horse Power, and that they have been carefully inspected and examined by me at Howden on Tyne and found to be at this date, viz., Feb 12<sup>th</sup> 1871 in good order and safe working condition.

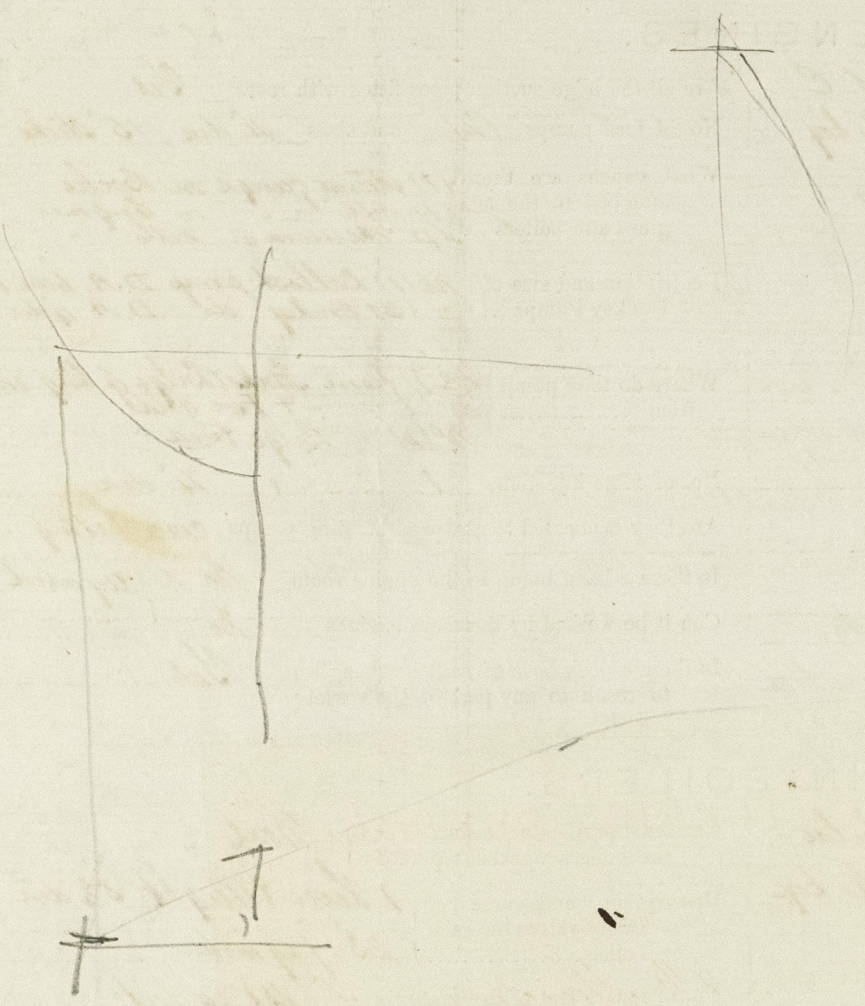
George W. Manuel  
Engineer Surveyor to Lloyd's Register of Shipping.  
R. Shields



1754/11/25

ENGINEER'S REPORT ON MACHINERY

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