

"Bakuin"

Cardiff

28<sup>th</sup> December 1887

James Henry Mancor

the owners survey the  
machinery of the Iron River Steam  
Bakuin of London 999. 1531. 1313  
on 14<sup>th</sup> November 1887 and subsequent  
dates while lying in the Mount  
Street Dry Dock Cardiff, for the  
purpose of ascertaining the nature  
and extent of damage stated to  
have been sustained through being  
struck by the Steamer Derwentwater  
on 11<sup>th</sup> November 1887, resulting in the  
after portion of the vessel - including  
engine room and stokehold - being  
submerged to about eighteen inches  
above water level, and the vessel  
being to be heeled to starboard the  
hull is to be raised to stop the  
leak at dry dock.

For particulars see Log Book.

On transacting business the



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engine room, stokehold, engines and  
hull as a very dirty state consequent  
on immersion; the stokehold showing  
much damage and two plates broken;  
the am. conducting cement on boiler  
destroyed; the bilge pipes choked  
with mud and the center bilge  
pipe and bilge injection pipe broken;  
the heads of the bilge pump valves  
broken and the acts damaged; the  
don and steam plate of mud box  
broken; grating box of center well  
broken; donkey and bilge discharge  
valve spindles bent; two drain  
pipes for oil pipes broken, the other  
valves are broken; engine room  
telegraph damaged; electric  
machinery much damaged.

Recommended the engines to be  
opened up thoroughly cleaned, examined  
and refilled, all the stuffing to  
be removed cleaned and coupled up  
again; cement and lagging to be  
removed from sides of cylinder and  
cannage for examination of same;  
and the cement and lagging to be  
replaced as made good where  
required; the steam pipes and  
valves to be removed and replaced.



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replaced and the main steam pipe  
covered with felt and canvas as  
before; the wheel of the starting  
valve which was broken while being  
taken off to be renewed; the screw  
of the stop valve to steering gear,  
which burst while being taken to be  
removed; the stop valve to No 3 watch  
which burst while being tested to be  
removed; all bolts and studs broken  
in the removal of these pipes and  
valves to be renewed; new throttle  
valve arm to be fitted; the bilge  
pipes and rose boxes to be taken  
apart, cleaned, and re-jointed; a  
new centre bilge pipe and bilge  
injection pipe to be fitted; new  
lids and seats to be fitted to  
bilge pump valves; new don and  
steam plate to be fitted to and  
by; new grating to be fitted  
to centre well; tank suction pipe  
which was damaged while being  
removed to be repaired; the main  
valves to be opened up and  
examined all fittings and mountings  
to be removed, blank flanges  
fitted and the valves kept by  
hydraulic pressure to the standard



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pounds per square inch; the fittings  
and mountings to be replaced and  
made good and all bolts and  
studs broken in removal of same to  
be renewed; the boilers to be tested  
under steam; the boiler tops to be  
covered with non-conducting cement  
and the bottoms painted; the  
stokehold flooring to be renewed and  
two new plates fitted; ballast, fuel,  
greasing and oil donkeys to be  
cleaned and refitted, the electric  
machinery to be repaired and put in  
working order; engine room telegraph  
to be repaired and put in  
working order; the engines, engine  
room and stokehold to be painted;  
the skylight top which was removed  
to facilitate repairs to be replaced,  
and the machinery placed in the  
same efficient condition as before the  
accident.

A list of engine room stores re-  
stated to have been lost is attached  
through the accident is herewith  
attached.

James H. Mance,  
Engineer Surgeon

See L. R. 6. C.



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