

Report of Survey for Repairs of Engines and Boilers.

No. 68

No. in Reg. Book. Survey held at

Antwerp

Date, first Survey

18th February

Last Survey

18th August 1880

886 on the Machinery of the

Iron S.S. Clan Stuart

(Number of Visits 45)

Tonnage, Gross

2094

Built at

Dumbarton

When built

1879

Ditto, Net

1355

Owners

Cayzer, Irvine & Co

Port belonging to

Glasgow

Diameter of Cylinder

36 and 66 inches

Engines made by

D. Rowan, Glasgow

When made

1879

Length of Stroke

42 inches

Boilers made by

J.C.

When made

1879

Pressure of Steam

80 lbs

Surveyed Afloat ^{and} in Dry Dock

Classed

100 AT

Registered Horse Power

210

Last Survey No.

Port

Particulars of Repairs and Examination

Damage repairs.

On inspection found the foremost Engine seating or high floor cracked at its upper edge together with the reverse bar attached to it; the sole plate to fore Engine cracked at its lower part so that the Engines had to be taken to pieces and unshipped to allow removal of cracked fore Engine sole plate, the fitting of a new one and redressing and strengthening the Engines seating.

Found the Engine seating forced up, the foremost part being higher about $\frac{3}{4}$ of an inch than hind part; the brasses to crank pin broken; after crank pin cracked $\frac{2}{3}$ its length longitudinally underside of crank pin in the middle of the jaws; two main cross head guides and two slippers broken; twelve coupling bolts broken; bushing of stern tube damaged and other items more or less injured. Piping removed and Boilers shifted forward to enable the repairs in Bottom of Engine Room.

Repairs done; viz: Fitted on shore new forward half sole plate to after half in proper centres with new after Crank Shaft; the whole of the Engines were erected on shore and after reshipped and joined in a first class workmanlike manner; fitted three new crank pin brasses, two main new cross head guides and two slippers, twelve new coupling bolts and others for sole plate &c, holes being widened so as to secure metal to metal contact. Shafting removed in tunnel for sighting the Engine seating in line with stern tube

General Observations, Opinion, and Recommendation:—

I am of opinion that the Engines & Boilers of said vessel are worthy to be in continuous service. "Lloyds M. C. in red."

Entry or Registering Fee

£ 1 : 10 : 0

Survey Fee

£ 6 : 6 : 0

received by me,

Certificate (if required)

£ 0 : 5 : 0

18th Aug 1880

(Travelling Expenses, if any, £)

Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Tuesday, August 24th, 1880.

Assigned



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IRON 494 - 0290

(Condition of Engines and Boilers, and subsequent Repairs and Examinations, to be clearly stated.)

[Form No. 2-2000, 21/10/79.]
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

and replaced the same in proper centres, drawn out the
after stern tube and ~~replaced~~ brass bush and relined
bottom of same with lignum vitae strips; replaced the
same complete with brass bolts &c as originally fitted.
Reshipped propeller and all parts of Machinery made
good and improved in every respect.

Tested the Boilers by cold water to 100 lbs per Square
inch.

Antwerp 18th August 1880

J. Deblon

It is submitted that this
is a valuable
to the navigation
of the S. S. S.
Recorded in the
Registered Book

PM

23/8/80



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