

21st of January

Port of Constantinople

Dec^r 22^d 1898.

J. George A. Warren,

Captain H. Tucker & Mess^{rs} Gilchrist
Walker & Co., Steam Ship Agents representing the
Owners of the screw steamer "Baku Standard"
2375 tons, No 30 on Lloyd's Register of Shipping
proceed on board of the above named vessel
in order to examine and report upon, the
nature and extent of damage sustained
to the Machinery, and to advise on any
repairs necessary.

As per Log book the S.S. "Baku Standard"
on ballast from the Tyne for Batoum,
while steaming in the sea of Marmora,
towards Constantinople on the 10th inst at
8 P.M. the engines running full speed
weather fine, when the tail shaft suddenly
broke disabling the engines.

It is alleged that at the time there was
a very light east-north-east breeze and the
position of the vessel was abeam on Crakke
light, distance 10 1/2 miles, making about



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about fifty miles from Seraglio light.
 Signals of distress were hoisted. Several
 steamers were about at the time, and ul-
 timately the S. S. Angele in ballast steamed
 up, lowered a boat, and pulled off to the
 "Baku Standard," and the chief officer arranged
 with the Captain after some difficulty to be
 taken in tow, per open agreement.

A 4" wire was then passed on
 board of the S. S. Angele, at 12.10 midnight
& towing was commenced, & continued until
8.45 P.M. making about 21 hours, when
 the vessels arrived at Comm. capou, and
 the "Baku Standard" anchored.

For further particulars see Abstract of
 Log-book & Note of Protest.

Owing to the distance from Comm. capou
 to the port, and in order to facilitate the
 progress of repairs - the S. S. "Baku Standard"
was removed from that anchorage into
the Harbour at the quay, and as the
 engines are disabled two tug boats must
be employed to tow her to moorings,
 where she will be tipped.

Tipping was completed on the 15th inst,
Examination:

On examination I found one blade broken,
about 14" off the end, in a zigzag form.

The following blade has about 4" broken



(3)

The stern tube has been cleaned and well examined.

The tail end shaft is broken - a sheer break. forward of the forward brass brier. There is no corrosion what-ever and it has the appearance of having been previously sound.

The after gland studs are very loose and some are broken.

The evaporator pump is broken & irreparable
The lignum-vitæ is down in the stern bush to the brass.

It is alleged by the Engineer & his journal that at the time of the accident - a great rush of water passed through the stern gland. & the engine ran away at great speed - making very great vibration below.

Shaft.

The new tail shaft has been well cleaned, and examined - it is about $\frac{1}{8}$ " larger in diameter than the old one.

Repairs.

The propeller has been removed, the broken tail end drawn new lignum-vitæ has been fitted onto the bottom half of the stern bush.

A new brass ring has been made & fitted onto the stern post boss & round the hole, and secured with new muntz metal



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screws.

The old ring was found broken in three pieces.

New muntz-metal studs & brass nuts have been made and placed in the end of tube for the stern gland.

The new tail end shaft has been well cleaned & painted before being placed

The fitting part of the shaft has been well fitted into the propeller boss as also the Key. it has been firmly driven on and secured as usual with nut & pin. On bringing the after couplings together, it was found that the tail end coupling was fully $5/16$ " lower than the corresponding one.

On examination of the main bearings we found them to show by the gauge fully $5/16$ " low.

The crank shaft has therefore been lifted and muntz metal plate briers of the above thickness have been cut, & fitted under the bottom brasses. - by doing this the couplings came fair - and the shafting is now serviceable throughout.

The after couplings have been carefully run in out the old bolts have been dressed up - and again utilized.

These bolts have been well fitted



(5)

A new evaporator pump, has been made of brass. and also plunger gland and pipes were required.

The thrust shaft bearing shoes have been eased up - and new oil grooves cut on the faces.

The main bearing journals & crank pins are one and all in first class working order. & free from any kind of mark.

The shaft has now been bedded with great care.

All the oil pipes on the rods, were bent & otherwise broken. These have been renewed & repaired, as required.

On account of the state of the weather and in order to avoid any accident a tug-boat was employed to assist in bringing the vessel into the stream or fair-way.

The repairs now effected are in every way well & permanently made.

The Engines & Boilers are now in good working order. It is therefore recommended that the record remains as now on Register.

L. Q. Warren
Eng^r Surveyor to
Lloyd's Register.

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