

The rings worn and collar slack. Shaft disconnected at forward coupling. Turned round and found straight. Found brass top half bush for after journal of 1st Crank Shaft. Sprung and damaged through beating. The journal apparently not working well.

Recommended that the broken blades of propeller be removed and new ones be turned on. The thrust rings four in number be turned up to fit collar on shaft. The Crank Shaft be disconnected and lifted out of its bearings for examination of bottom half bush.

On further examination found the bottom half brass for after journal badly damaged and cracked, and the shaft worn down in its bearings.

Recommended that a new bottom half brass bush be fitted, and the shaft be lined up fair.

On examining shaft for fair line when new half brass was fitted the Underengineers found it to revolve untrue and apparently bent.

Recommended that the shaft be taken out and tested for straightness in a lathe. Found the eye of forward Crank to have run slightly on Crank pin. Causing the Crank to be bent out of straight line, and consequently the journal revolve untrue.



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further recommended, that the crank be
 set fair by moving the crank eye on pin back
 to its original position. Set pins be then pressed
 tight in both ends of crank pin. the shaft
 journals be turned true, also both coupling
 frames be turned up fair. the shaft journals
 be retinned in bearing bushes and lined
 up fair with I.P. crank shaft, and the thrust
 shaft, and receptacle to same. the bush plate
 holding down bolts be tested, and that the
 parts of machinery herein mentioned be put
 in as good and efficient condition as they
 were before sustaining the alleged damage,

See L 3.1-

Dec 1896 6.6
 + 7.10.6
 13.7.06

A. C. Nixon
 Engineer Surveyor



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