

*16009

Report of Survey for Repairs of Engines and Boilers.

No. 12.

No. in Reg. Book. Survey held at Tarrow on Tyne Date, first Survey Jan^y 20th Last Survey July 7th 1876.

on the Steam Ship "Therethick." 767 Tons

Owners J. Fenwick & Son. Port belonging to Newcastle. Years assigned. Character in Register Book. AI.

Diameter of Cylinder 51. Length of Stroke 30. Pressure of Steam 75 lbs per sq. inch. Nominal Horse Power 99. Engines made at The Victoria docks. London When made 1873. By whom made The Victoria dock Engine works Co^y Limited.

Particulars of Repairs and Examination At the request of Mess^{rs} J. Fenwick & Son, examined the damage done to the Machinery of the above named vessel, by her grounding, and remaining aground for 13 days, when on her late voyage from Shields to New-Dieppe.

On examination, found the propeller shaft bent, and fractured, and the brass liners in it loose. The brass bushes in the stem tube, and in the rudder post, were broken and destroyed. The brass liners, and gland for stem tube stuffing box, destroyed. The pistons, and slide valves, were slightly damaged, by the sand and grit getting into the cylinders; owing to the boilers priming. The surface Condenser, Circulating pump, and suction pipes to air pump, were all nearly choked up with sand. The discharge valve of Circulating pump, on ship's side, damaged. The stop valve for the sea water inlet to Circulating pump, and the cocks for sea inlet to the other pumps, were slightly scratched with the sand. The Kingston valve for the boiler blow offs, was destroyed. The donkey pumps and their valves, damaged. The felt, and lagging of the boilers, were destroyed. Found a large quantity of sand and grit in the boilers. The Engine room and stokehole floorings, were damaged.

On examination of the sea and bilge connections, found that sea water might be run in by mistake, at bilge suction of water ballast donkey, and other small donkey pump.

Recommended that a new propeller shaft be made, new brass liners shrunk on it, and propeller properly fitted on it; before being put into the ship. New brass liners to be fitted in the stem tube, stuffing box gland, and rudder post. The pistons, and slide valves, to be taken to the shop and trued up. The Cylinder faces to be scraped up. The tubes to be all taken out of the Surface Condenser, in order to get the sand removed from it. The Circulating pump bucket to be repaired, and the valves of it renewed. The discharge valve on ship's side to be repaired. The suction pipes to the air pumps to be taken off, and cleaned out. The stop valve for the circulating pump, and the cocks on the ship's bottom, to be cleared of sand and put in good condition. New Kingston valve to be fitted for the boiler blow offs, and to be fixed on side

Damage Amou^{nt} £ 5 : 5 : : The Amount of Fee Mr. C. £ 3 : 3 : : received by me, Young Certificate (if required) £ 0 : 5 : : 9th Feb 1876 William Allison (Travelling Expenses, if any, £ 2-2-0)

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of ship, instead of on the bottom. The donkey pumps, and valves to be repaired. The boilers to be relagged. The dirt to be removed from the boilers. The Engine room and stokehole floorings to be repaired. The Crank shaft to be examined, and all its bearings cleaned. The bilge suckings of the water ballast donkey, and other small donkey, to be fitted with non return valves.

All the above recommendations have been carried out, and on inspection found them correct. examined the boilers, and found them in good condition.

In my opinion the engines & boilers of this vessel, are now in good order, and safe working condition.

William Allison.
Engineer Surveyor.



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