

Report of Survey for Repairs of Engines and Boilers.

X 25536

Rec 14/2/80

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Survey held at Falmouth Date, first Survey 2 February Last Survey 10th February 1880
on the SS. "Carfin" Master W Ewer
built at Glasgow When built July 1877
ons 766 Owners W Dixon (Lim) Port belonging to Glasgow Classed 100 A1. S. 79
1190 Lloyd's M.C. 7.79

Diameter of Cylinders 31" 4" 54" Engines made at Glasgow When made 1877
Length of Stroke 36"
Pressure of Steam 70 lbs
Registered Horse Power 150 By whom made London and Glasgow Company

Particulars of Repairs and Examination SS. After damage from stress of weather. On examination found the Thrust Shaft fractured, the fracture extending from the Thrust bearing, forward in a diagonal direction for 30 inches. The second length of shafting in the tunnel was broken in two about 6 feet from the forward end, the length of the fracture being about 2 feet; the metal appeared to be good and solid, with the exception of a small place in the centre of the shaft which had the appearance of not being completely welded. A very slight flaw is visible in the after middle bearing of the Crank shaft $3\frac{3}{4}$ " long, the extremities of this flaw have been carefully marked and recommended to be closely watched from time to time. The remainder of the Shafting appears to be in good order. The Slides and Pistons have been examined, the springs at the back of the high pressure slide were broken, and the metallic rings of the high pressure piston were leaky. The after length of Steam pipe was split in the brazing and broken around the root of the flange. A patch which had been put on the Port side of the after Starboard furnace was leaking badly, and a crack in the welding of the Forward middle Furnace, in the head leading into the Combustion Chamber was also leaking. Several landings in the shell of the Boiler were leaking, all other parts of the Boiler and Superheater were found in good order. A new Thrust shaft $18\frac{1}{2}$ " long has been made at Hayle, and an intermediate piece of the same length has been sent to Glasgow and the two shafts have been fitted in their places, and the Tunnel top securely riveted up. New springs have been fitted to the high pressure slide valve, and the metallic rings of the high pressure piston have been scraped up and refitted. About 4' 6" of defective steam pipe has been cut out and renewed. The defective patch in the after Starboard Furnace has been cut off and a new patch put on, the crack in the Forward middle Furnace has been patched and made sound, and the landings which were leaking in the shell of the Boiler have been caulked.

(Over)

Registering Repairs 1.0.0
The Amount of Fee ... £ 3 : 3 : 0 received by me,
Certificate (if required) ... £ 4 : 3 : - 10 Feb 1880

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

Travelling Expenses, if any, £
Committee's Minute 17/2 1880



1880490 - 0061

25536 Iran.

The Machinery and Boiler of this Vessel are now in my opinion in good repair, and in a safe working condition, and fit to remain from this date as Classed in The Register Book.

L. Moxon

It is submitted that this vessel is eligible to have the notations Lloyd's No. 250 and dwp 80 recorded in the Register Book

16/2/81



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