

# Report of Survey for Repairs of Engines and Boilers.

(Received at London Office, 87/12/80)

Survey held at **Falmouth** Date, first Survey **27<sup>th</sup> Nov** Last Survey **4<sup>th</sup> Dec** 1880

on the Machinery of the Steamer **"Assyrian Monarch"** (Number of Visits **1**)

Gross **3314** Built at **Hull** When built **1880**

No. **2164** Owners **Royal Exchange Shipping Co. (Limited)** Port belonging to **London**

No. of Cylinders **46" & 8"** Engines made by **Earle's Company** When made **1880**

of Stroke **3'4"** Boilers made by **Earle's Company** When made **1880**

Pressure of Steam **80 lbs** If Surveyed Afloat or in Dry Dock **Afloat & in Dry Dock** Years assigned **100** Character in Register Book **A.1. 10-80**

Indicated Horse Power **500** Classed **100 A.1. 10-80**

Survey No. **LL0409 MC. 10-80**

Particulars of Repairs and Examination **SS.** In consequence of the Vessel having broken her propeller blades.

On the Vessel being placed in dry dock, the four blades of the propeller were found to be all broken off at a mean distance of 16 inches from the roots; the fractures were all in an angular direction, the leading edges of the stumps measuring 2 feet, and the following edges, about 12 inches. In the leading edges of two of the remaining stumps, opposite to each other, were deep indentations caused (to all appearance) by their coming in contact with some very hard and heavy substance. The metal in the blades appeared to be close, and homogeneous, and quite free from blow holes or flaws. On the removal of the broken blades the boss was examined and found, to all appearance, to be perfectly sound and firmly fixed on the shaft. The tunnel shafting and coupling bolts were examined and found to be uninjured.

On examining the Ship's bottom it was found to be much scored and rubbed, all fore and aft, especially on the port-side; on the starboard side there were many long and deep scores, some of which were cut into the plates quite 1/2 inch deep. Two noses on the port side were indented and choked with wood splinters and ragged oakum. The Vessel appears to have passed over, and carried with it large quantities of submerged wreckage, probably, masts and spars with wire rigging attached, which ultimately fouled the propeller and carried away the blades.

From information I received from several Officers on board, the Vessel had fallen off in speed some time previous to the first two surveys.

General Observations, Opinion, and Recommendation:—I am of opinion that the Machinery and propeller are now in good order, and in a safe working condition and fit to remain as Classed in the Register Book.

Entry or Registering Fee **£ 3 : 3 : 0** received by me,  
Survey Fee ...  
Certificate (if required) ...  
Travelling Expenses, if any, £

Committee's Minute **Tuesday, December, 14<sup>th</sup> 1880.**

Assigned **No record to be made**

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



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28556 Iron

blades being carried away. (These were at right angles to each other.) The weather was moderate at the time, but shortly after a heavy sea set in causing the vessel to roll considerably and the engines to race, a difficulty experienced in keeping the belt on for driving the Velometer, on account of this, the Velometer had to be thrown out of gear and the throttle valve worked by hand. About 26 hours after, the sea had greatly increased in force and the vessel rolled very heavily, when the remaining 4 of blades parted.

Four new blades have been supplied by Carl's Company, they are to be cast in a mixture of iron and steel, they are, to all appearance, very sound castings. Before fixing these new blades in place, 6 inches have been cut off the ends, thereby reducing the diameter of the propeller 1 foot. A wrought-iron flange has been fitted to the drum for driving the Velometer to prevent the belt from running off. Drain coers have been fitted to drain the steam pipes of the deck winches and steam steering engine.

L. Moreton.

It is understood that the vessel is eligible to remain as chartered

JM  
4/12/12



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