

Lloyd's Register of British  
and Foreign Shipping.

2, White Lion Court, Cornhill, E.C.

January 30<sup>th</sup> 1875.

B, Weymouth Esq.

Sir,

I beg respectfully to inform you, that, at the request of Mr. J. R. Lynch, I surveyed the Engines and Boilers of the S. S. Mesopotamia, lying in Messrs Wigram's Dry Dock.

On examination, found the Engines and Boilers in a dirty and neglected condition; the high pressure piston, was broken, and the cylinder cut and scored; the propeller loose on the shaft; the stern bush worn about  $\frac{1}{2}$  an inch slack and in a dangerous condition. Workmen from an Engineering firm, were overhauling the Engines; they had the slide valves out and were cutting, and altering the position of the eccentrics, adding lap to the valves, and were doing everything the Engineer of the ship pointed out, whether necessary, or not.

I recommended the high pressure cylinder to be rebored and fitted with a new piston, the screw shaft drawn and turned up, the stern pipe fitted with a new brass bush, the propeller properly secured on the shaft, and Indicator gear fitted to each cylinder.



so that diagrams can be taken and the defects of the Engines (if any exist) be properly known, before attempting to make such alterations.

*Answered*  
I pointed out to the owner the folly of allowing Engineers to do just what they liked, He informed me that, up to the present time, he had placed this machinery in the hands of a Consulting Engineer, but the cost of the repairs had been so enormous, ranging from £600 to £400 each voyage, that he had made up his mind to do without him.

This is another case of neglected machinery. The vessel is only about 3 years old; making about 3 voyages each year, and with proper care and attention ought not to have cost more than 3 or 4 hundred pounds for repairs, I supplied Mr. Lynch with a report on these repairs, and advised him to call on you, with a view to making arrangements for one of this Society's Surveyors to inspect his Engines and Boilers each voyage, recommending and superintending the necessary repairs to place them in an efficient condition.

The whole of the work recommended was completed before the vessel sailed, but she still went away in a dirty condition.

I am, Sir,

Your Obedient Servant,  
W<sup>m</sup> Parker.



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