

Lpt 37027

Mail Chamber

Liverpool 25th April 1896

P. McHugh & G. A. Milnes

The Promer Survey, the
machinery of the new screw steamer
"Valk Superior" of Liverpool 2164 Low
Registered for the purpose of ascertaining
the extent of damage said to have been
sustained through stress of weather
experienced on her voyage from Liverpool
to Montreal and back, commencing on
the 24th Feb^r and ending 24th Nov^r 1890,
during which it is stated the engine
was racing and vibrating heavily.

In particular of which see Log Book
and Protest.

Attended on 25th 1890 and subsequent
dates while the vessel was lying afloat
in the Langton Dock, East London having
been at this port and on examination
found the lengths of some steam pipe near
the engine badly strained and flattened
in the bend, and the expansion
of some drawers and pistons.

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evidently been leaking. The bedplate
badly fractured in three places. the holding
down bolts for fixing same to Engine seating
all somewhat strained and loose. several
broken. a number of loose and defective
nuts in the intercostals and top plating
of engine seating and angle bars where
riveted to top of sauth. the bedplate
showing evidence of movement. these by
causing excessive vibrating and straining
of the Engines.

Recommended that the damaged
main steam pipe also the expansion
portion of same be removed and efficiently
repaired and tested. the length of pipe
forward to be disconnected and tested.

In order to efficiently repair the damaged
portion of the engine seating it was
found necessary to recommend that the
whole of the main engine be disconnected
and removed out of the hull. the
crank shafting to be disconnected at the
after coupling. the cylinder, bed plate and
surface condenser to be disconnected and
parted to allow the parts to pass through
the engine room hatch. which necessitated
the removal of the whole of the surface
condenser tubes. And the following parts

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and connections disconnected and removed
 in way of the repair to the engine seating
 and hull of the vessel. — one main
 circulating discharge, two air pump and
 two bilge discharge, one salt injection and
 one valve chest on vessel's bilge. Gwynnes
 pumps one main inlet, two discharge, one steam
 and two exhaust. All bilge suction pipes
 and valves in engine room. Suction pipes
 to ballast tanks connected to the Wallard
 Sooty and Gwynnes Sump. Steam and exhaust
 pipes to ballast Sooty Sump. Small Engine
 for steam turning gear and pipes and
 connections. Sooty Boiler suction and
 blow off cocks and pipes removed. The
 fractured bedplate to be repaired by four three
 cast iron cross irons fitted and secured
 to the bottom of the bedplate by a sufficient
 number of turned bolts, and the main main
 bolts to be lengthened to suit this repair. The
 Propeller to be removed. Sail and shaft drawn
 up for examination. The outer of the shaft to be
 reworked and the face of shaft tested.
 When the necessary repairs to the engine seating
 are completed, the engines to be replaced and
 refitted on board. The cast iron packing
 under the bedplate, also the holding-down
 bolts through same to be removed. The
 surface condenser tubes to be replaced and
 the condenser tested. All main steam
 and

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exhaust pipes. Bilge and Tank suction pipes
valve boxes connecting same. Water pipe
pipes. and various connections. and
fittings for Engine Room. including the
Submerging and pipes. Head rails. Ladders
Platform. and Gear. that were taken
to pieces when the Engines were being removed
to be refitted in place. The platform was
cut up to be repaired and the bearings to
be renewed when necessary. The work done
lagging on Cylinders and Casings where
damaged by the removal of same to be
repaired. The Engines and Engine Room
to be cleaned and painted. and the parts
of the machinery tested under steam in
order to place the same in as good and
efficient condition as before the

M. C. G. & G. A. Miller
Engineers

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