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Cast Iron Welding Services
Specialists in cast iron repair
& restoration since 1946

Newsletter

002-202011

Welcome to the second of our occasional newsletters featuring one or two interesting restoration jobs undertaken here at CIWS in recent times, combined with news about our company too.
There is an un-subscribe link on the covering email, please feel under no obligation to receive this. We do not want to be anything other than informative (and hopefully interesting).

In late summer, we carried out work on the famous **Fowler 13310 K7 Ploughing Engine - The Steam Sapper**

CIWS were able to repair a broken valve guide on this very interesting engine, thus helping to maintain the integrity of the wonderful restoration carried out by Maggy and Mark Astbury.

Built in 1914 for the Russian mines as a backup winch engine. Captured by the Germans at the outbreak of WWI and used by the Ottomeyer family for ploughing in the Bad Pyrmont region until the 1950's when she was abandoned in a field.
She was discovered by the 45th Field Squadron Royal Engineers based in Neinburg in the early 70's and underwent extensive work by them. Used by the British Army as a mascot engine until 2006 she was then sold to a dealer in Kent, from whom Maggy and Mark purchased her in 2010 as a restoration project.
To date, Maggy and Mark have had a new boiler barrel, firebox, tube plates and tubes made. They are now in the process of reassembly as each part is assessed, refurbished, and then refitted. The aim is to have her running in 2021.

It is always interesting to hear how our clients spend their time.
James Walker is restoring this **1974 Winner Wildcat** and we were able to assist with the heavily damaged exhaust manifold from its **Volvo Penta AQ170 170hp** 6-cylinder petrol engine. This is the marinized version of the Volvo 164 car engine, we are informed.
The manifold came to us with obvious damage, but after dye penetrant testing, we discovered there were more issues than first thought. The marinized engine manifold is water cooled (since there is little airflow around it during operation). That means its internal arrangement is a little more complex, so great care was called for during the repair process.

A gentle pressure test at just 2 bar(g), was enough to reassure us that the cracks are fixed, and the manifold is ready for use on the engine once more

CIWS News - Happily, with very strict adherence to UK Gov. guidelines and additional measures of our own, we have been able to remain open during these difficult times. The work we do for major power production and shipping is important. Keeping the lights on, in far flung places and playing a small part in keeping freight moving. Our 2020 industrial brochure is sent out with this newsletter, so that you can see the large engine work we do at CIWS. - Best wishes to all.

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