

3/8 Bakun

at Callao Bay.

Dear Sir,

For your guidance I herewith copy my letter to Lloyd's Agent of this date.

I confirm my previous letter to you of the 5th inst, since when I have made the following visits to the "Bakun" last Wednesday (9th) I examined internally the donkey boiler, where I found the stays slightly deteriorated: but the shell, furnace, and combustion chambers are in a very fair condition. On Friday (11th) and again yesterday I have been on board, when I have reduced the safety valve of donkey boiler from 90 lbs (as when left England) to 75 lbs pressure per square inch. In main boilers only four stays have been renewed, those in port combustion chamber of port boiler which I may say were the most corroded away. The slowness of this work has been caused in part by finding a suitable tap, in Lima



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Lima or Callao, the size required to renew the thread on plates of combustion chambers and of shell: the four stays fixed were put at the old size $1\frac{1}{4}$ ", with a nut on both sides of combustion chamber and of the shell, i.e. internally and externally.

The Captain seeing that the making of a tap, and of the stays, will take considerable time, and thereby detain his steamer, solicited from me to have the steam pressure reduced to answer to Lloyd's rules for the present condition of the stays, which I have done from 150 lbs (when left England) to 135 lbs pressure per square inch. By the time the vessel returns within two months, the tap and stays will be made, and ready to be fitted on her arrival here, when if no further defects are found she will carry her ordinary pressure.

The safety valves blow and carry off steam in a very satisfactory manner at the above reduced pressure.

The "Bakuin" was built in June 1886.

I am, Dear Sir,
Yours truly,
(sgd) J. Russell.



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