

Callao. March 5<sup>th</sup> 1898.

Lloyd's Agent.  
Lima.

Dear Sir,

Referring back to my letter of the 24<sup>th</sup> Dec: last, I have now to inform you that last Saturday 26<sup>th</sup> ultimo, the British tank s/s "Bakun" returned, commanded by Capt White, the former Chief Officer.

On Wednesday & Thursday (2<sup>nd</sup> & 3<sup>rd</sup> inst) I surveyed the main boilers, safety valves, as also tested the safety valve of the donkey boiler whilst under steam.

Boilers: Externally: the shell and mountings are in good condition. Internally: the shell, tubes, furnaces and combustion chambers are in a fair condition, having noticed traces of slight deterioration.

I have had to condemn the following stays owing to their not being safe at the pressure that the boiler is carrying at present. I would request of you to instruct Capt White to have the following stays renewed so that I may proceed with the survey. Attached please find the list of the condemned stays

I am, Dear Sir,

Yours truly,

(sgd) J. J.



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Lloyd's Register  
Foundation



### Starboard Biler

1. Main 9 5 Combustion Chamber stays

#### Starboard Combustion Chamber.

1. Starboard wing, top row, 3<sup>rd</sup> from after end.
2. back of same, 2<sup>nd</sup> row from starboard wing 9 4<sup>th</sup> from top.
3. 2<sup>nd</sup> row from bottom, 4<sup>th</sup> row from starboard wing

#### Port Combustion Chamber.

4. port wing. 6<sup>th</sup> row 9 5<sup>th</sup> down.

5. back. 2<sup>nd</sup> row from starboard side 9 5<sup>th</sup> down.

Main Stay. 1<sup>st</sup> stay on top row counting from std side  
Port Biler.

3. Main 9 8 Combustion Chamber stays

Main Stays. 2 on port wing. 1. 5<sup>th</sup> from port side  
Starboard Combustion Chamber.

1. Starboard wing, after row 6<sup>th</sup> down.

2. back 6<sup>th</sup> row from std side 3<sup>rd</sup> down.

3. " 6<sup>th</sup> " " " 4<sup>th</sup> " "

4. 4<sup>th</sup> row from std side 5<sup>th</sup> down.

#### Port Combustion Chamber.

5. 4<sup>th</sup> row from std side 4<sup>th</sup> down

6. 4<sup>th</sup> " " " 5<sup>th</sup> "

7. 4<sup>th</sup> " " " 5<sup>th</sup> "

8. 4<sup>th</sup> " " " 6<sup>th</sup> "

All the above have been condemned  
owing to their being very badly corroded  
away and not being safe to the  
are at present carrying

