

examination. Both shafts were down $\frac{5}{16}$ inch.
The Port Shaft was badly corroded at forward end of
after liner and was on the recommendation of the Surveyor renewed.
The Starboard shaft was slightly grooved at forward
end of cone, other parts of shaft good. The after liner
was worn tapered about $\frac{3}{32}$. On the recommendation of
the Surveyor this shaft was removed to the repairing shop,
the after liner skimmed up true and the groove $\frac{1}{8}$ inch deep
at forward end of cone welded.
Both stern bushes were drawn and rewooded in the
shop. The shaft fitted on Port Side was a new spare
and there is now no useful spare tail shaft on board.
The propellers are in good condition. All the sea
cocks and valves were opened up and examined and
including their fastenings, found good.
On the 30th April I attended on board and saw the
safety valves floated to 180^{lb}. and all was found
satisfactory. The engines were tried and found in
good working order.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Rd. held.

Sea shaft sea connection
examined.

Port sea shaft renewed.

Rd. 4.2.24.

PN 4.2.24
3.4.24.

28/4/24



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