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to allow the crank shaft and its attachments to be fitted, the pistons of both cylinders were examined and found in good order.

The air pump was overhauled, also circulating, feed, and bilge pumps. The guard of air pump bucket was refitted, the feed pump valve chests were sent ashore and the valve seats re-faced, while four new valves were fitted in place. The tunnel shafting was bare for examination, and found in good order. The propeller and fastenings were examined when this vessel was in dry dock, in April 7th of this year, - see *Glasgow Report No. 10609*.

The main boiler was opened out for survey, also its mountings; on examination found four stays in steam space, at fore end, somewhat wasted by corrosion, also four palm stays from combustion chamber to end plate, reduced in section, and the doubling plate to same much wasted by corrosion.

The centre furnace, at both sides, also the wing furnaces at the side next to the shell, were somewhat thin by corrosion, more especially the after end of starboard furnace; otherwise the boiler appears to be in good condition.

Recommended that four new steam space stays be fitted; six additional stays be fitted between combustion chamber palm stays; that the three furnaces be fitted with angle iron hoops, but the defective part of starboard furnace be cut out, and a patch fitted.

With the exception of the latter, the owner has not carried out these recommendations, but will do so at an early date, when he will have the donkey boiler surveyed, and the main boiler safety valves adjusted; in regard to this I am of opinion that these repairs should be completed not later than four months from this date.

R. J. Beveridge