

Reference

LLOYD'S REGISTER
LONDON.

RECP. 25 OCT. 1898

ANSR.

Lloyd's Register of British
and Foreign Shipping.

342, Argyle Street, Glasgow.

Oct. 24th 1898

Sir

In reply to your letter of Saturday's date 22nd inst. advising to mine of the 21st inst. relating to the case of the U.S.S. "Kookwa" I beg further to state that the first trial I attended of this vessel's machinery ^{5th Sept} the exact number of revolutions attained were 84 which was considered under stand full power altho. on the 4th & 16th of the Sept. they reached 88½ & 89 revolutions. And on the 21st with half boiler power 60 revolutions. Then between all those trials and the next trial I attended on the 3rd Oct. the vessel was docked & the joints of the propellers altered when I took the opportunity of ~~the~~ examining what portions of the machinery were opened up & overhauled together with the boiler & pumps &c. and thoroughly satisfied myself as to their efficiency and reported

accordingly to the Committee on the 4th October and that Report is strictly correct.

As mentioned in my letter of the 21st inst additional Trials were carried out by the Builders to fulfill the conditions of contract extending over a lengthened period when I am informed the revolutions were $87\frac{1}{2} + 88\frac{1}{2}$. It was during those Trials the slight defect in the division webs of the Low pressure Cylinder steam passage was discovered & with regard to the repairs effected in making this steam tight and efficient I beg to state that before leaving the vessel on the 10th inst. Colonel Linden as representing the Owners together with the Capt. Engineer the Chief Engineer & other members of Commission assured me that they were quite satisfied and further thanked me very much for the attention I had devoted to the work all through.

My reason for not reporting the repairs on an Ordinary Repair Form was that

I intended making a hand sketch
shewing the repair on the Continuation
report sheet had I not procured a
drawing of same for the Committee
information, and also on account
of the vessel having only been classed
a few days before and had I con-
sidered the matter of serious
import I should have asked Mr
Austin to accompany me to see
the repairs as carried out and to
sign the report on same

I am

Yr

Your Obedient Servant
James Morrison

The Secretary
Lloyd's Register
London



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GLS270 -0073 ³/₁₃

Referred to the Chief Engineer Surveyor.

agw

25 OCT. 1898



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