

condition, the wearing having taken place only at the liner of the shaft.

I condemned the shaft for use in its present state and condition and recommends the spare new shaft which was on board to be fitted to the existing propeller.

The outer bearing did not require lining up.

The propeller and nut were fitted and all cemented over.

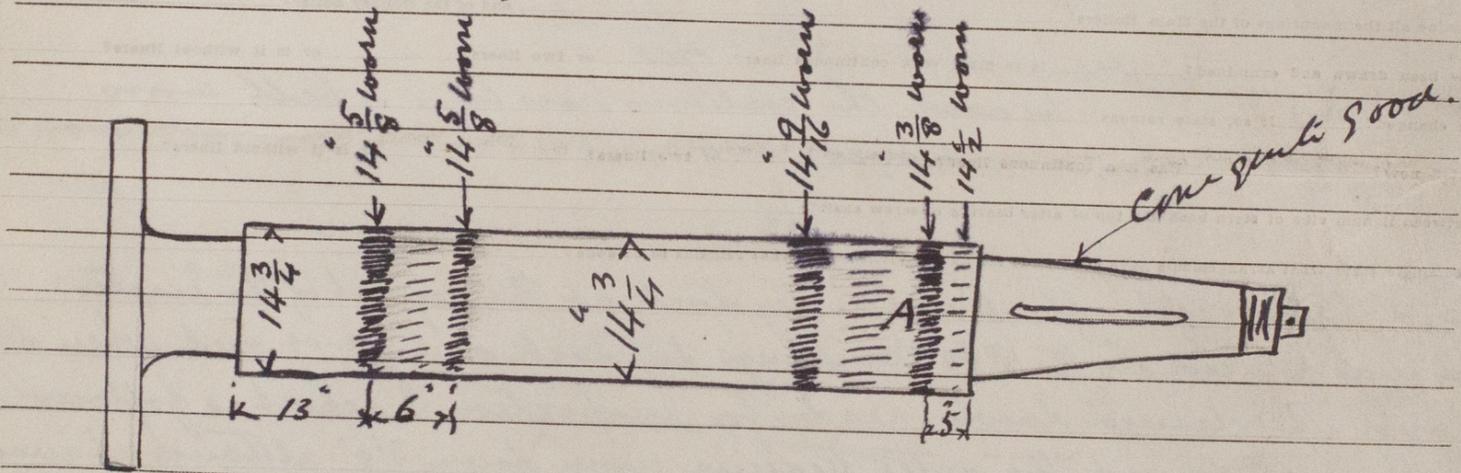
The tail shaft was lined up to the thrust shaft, all the bolt holes rimmed out and the same coupling bolts fitted.

The old shaft has been kept on board and in my opinion as soon as it has been placed in lathe and turned parallel it will be fit for further use as otherwise it is in good condition.

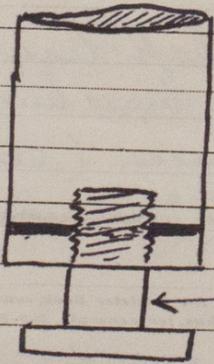
Sea Connections & Roses - all examined and found in good condition.

The spindle end of the main injection valve has this time been repaired, the solid end having broken off (see sketch)

The vessel was undocked on 1-3-09, and sailed in ballast for Rangoon 3-3-09.



This shaft badly worn away at A from $14 \frac{3}{4}$ to $14 \frac{3}{8}$ on brass liner, otherwise good. Kept on board as spare.



new end screwed into spindle of main injection valve

A. H. M.

Screw shaft sea connections examined.

The screw shaft replaced by the new spare shaft owing to wear of brass liner.

It is submitted that this vessel is eligible to remain as CLASSED.

NS 3,09

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29/3/09

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