

(Received at London Office

See. BB rec

FRI 30 JUL 1937

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation  
W1315-0071 1/2

5/5 "ANGLO" (machinery)

adjusted under steam to  $180 \frac{1}{2} \text{ IN}^2$  and found good & efficient.

The Donkey Boiler has now been removed out of vessel.

Machinery seen under full working conditions.

Following repairs due to wear and tear now carried out to my entire satisfaction:-

H.P. bottom end brasses reinstalled.

H.P. back column fitted one new bolt and remaining ones hardened up.

Aftmost tunnelbearing and No. 3 from aft reinstalled.

49 condensertubes renewed.

S.B. bilgepump casing fitted a temporary patch and it is recommended that same be renewed before the end of January 1938.

It is further recommended that all tunnelbearings, with exception of the two bearings mentioned above, be removed for examination before the end of January 1938.

It is further recommended that the H.P. cylinder liner be renewed before the end of January 1938 on account of excessive slackness of piston.

Further the L.P. pistonrod should be skimmed off at the same time.

Port Boiler:- 1 plain tube renewed. 3 staybolts in backplate of Starboard combustion chamber renewed. Main stopvalve seat renew. 4 dogs for bottom manhole doors renewed.

Starboard Boiler:- 2 plain tubes renewed. 1 staybolt in backplate of Starboard combustion chamber renewed. Main stopvalve seat renewed.

Starboard furnace found somewhat sagged and it is recommended that same be specially examined before the end of June 1938.

Vessel grounded at Trangisvaag on the 12th. February last and vessel placed in drydock and screwshaft drawn in and examined. Sternbrush, propeller and outside fastenings examined. Seaconnections examined. The main engine crankshaft also examined on account of damage.