



breechings found buckled, and now re-continued. New non-conducting boiler covering fitted to each boiler to replace old. Boiler stools cleaned and repainted. Bilges cleaned, and stokehold floor plates and bearers re-arranged. Safety valves floated independently to a pressure of 180 lbs.

Examined cylinders, pistons, valves, condenser, pumps, auxiliary machinery, crank shaft, thrust and tunnel shafting and sea cocks. All the above mentioned parts opened up and all surfaces cleaned as found necessary. The crank shaft removed to shop, the sections placed on lathe, and bearings skimmed over afterwards this shaft re-bedded, the main bearings, and bottom end brasses adjusted, and the shafting tested for alignment.

The flooring in engine and boiler spaces re-laid.

The main condenser tested and found in good order.

The main and auxiliary steam pipes tested in place to 270 lbs. water pressure.

The sea cocks opened up, and the valves overhauled.

Dynamo engine overhauled. The dynamo removed to shop, the armature and field coil rewound, commutator tested for truth, and the bushes renewed. The electric wiring overhauled throughout the vessel, and renewed as found necessary. On completion of repairs to Electric Lighting Instalation the entire system tried out under full load and found to be in good working order.

The fan engine opened, overhauled, and made in good working order.

All damaged piping repaired, or renewed as necessary.

All guages in engine and boiler spaces replaced by new.

The engine room telegraph overhauled, and made in good working order.

A number of repairs of a minor nature now effected.

*[Signature]*

*Damage due to flooding of No. 2 hold.*

*Machinery & boilers overhauled & examined & repairs effected*

*It is submitted that this vessel is eligible for THE RECORD. + LMC 12.21.*

*[Signature] 6/3/24*

