



Callao: May 13th 1898.

To Lloyd's Register of British & Foreign shipfings.

I, the undersigned, at the request of the late George Elster, Lloyd's Agent at Lima, proceeded on board the British tank-steamers "BAKUIN" on the following dates:-

2:3:9.

MAIN BOILERS.

Surveyed main boilers: externally the shell & mountings in good condition: internally; shell, tubes, furnaces, and combustion chambers are in a fair condition, with perceptible traces of a slight deterioration: - condemned the following stays owing to their not being safe at the pressure that ^{was} carried by the boilers, viz:

Starboard Boiler.

One main and five combustion chamber stays
Starboard combustion chamber.

- (1) starboard wing, top row 3rd from after end
- (2) back of same, 2nd row from starboard wing & 4th from top
- (3) 2nd row from bottom, 4th row from starboard wing.

Port combustion chamber.

- (4) port wing, 6th row & 5th down.
- (5) back, 2nd row from starboard side & 5th down.

Main stay: 1st stay on top row, counting from starboard side.

Port Boiler.

Three main & eight combustion chamber stays

Main stays: 2 on port wing - 1 5th from port side

Starboard combustion chamber

- (1) starboard wing, after row, 6th down.
- (2) back, 6th row from starboard side & 5th down.
- (3) 6th



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have been increased in diameter making a far more substantial job. The main stays were altered from 2" to 2 $\frac{3}{8}$ " and the combustion chamber stays from 1 $\frac{1}{4}$ " to 1 $\frac{1}{2}$ ", these were screwed through shell of boiler and of combustion chamber and then secured outside as well as inside with nuts same as the previous four in March. I may say that the old ones were only rivetted.

Tested the boilers up to 150 lbs pressure, when the safety valves blew and carried off steam in a satisfactory manner at that pressure.

DONKEY BOILER.

3:3:98 Tested safety valve whilst under steam to 90 lbs pressure.

3:3:98 examined internally, where I found the stays slightly deteriorated, but shell, furnace, and combustion chambers are in a fair condition.

3:3:98 reduced safety valve from 90 lbs (as when left England) to 45 lbs pressure per square inch in view of the present condition of donkey boiler.

FEE received for services rendered £105 silver soles.

Considering therefore that the boilers are in a very satisfactory condition I have no hesitation in certifying that they fulfill the requirements for the above classification in Lloyd's Register.

J. Russell. Engineer



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