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Lloyd's Register  
Foundation

THE SURVEYORS ARE REQUESTED NOT TO CROSS -



and two nuts damaged. Also found the propeller, stern tube, propeller shaft and two lengths of tunnel shafts and three plates in tunnel, removed to facilitate the work of repair to hull.

Found the high pressure piston rod bent and rimp in piston broken. The crank pin branes of high & low pressure engines cracked.

and the winch steam pipes on deck amidships damaged & leaking at flanges and the steam steering gear disabled.

Recommended that the wood in stern tube be renewed - that the six broken propeller studs & two nuts be renewed - that the two broken blades be renewed - that the propeller be refitted to shaft - that the stern tube, shaft, two lengths of tunnel shaft, and plates on tunnel, which were removed to facilitate the work of repair to hull, be replaced.

That the high pressure piston rod be straightened and turned up in lathe that new flanges & neck bushes be fitted to suit the rod after being repaired.

That the broken piston spring be replaced - that the damaged crank-pin axes be repaired & refilled with white metal - that the tunnel shafts & bearings, crankshaft & main bearings be opened out for examination.

That the three lengths of winch steam pipe on deck be taken to shop and re-brazed at flanges and afterwards repointed and the covering relaid.

That the steam steering gear and engine be overhauled - that the brass & iron vertical rods, spindle for regulator valve, and bolts for cam motion be renewed.

These recommendations were carried out in order to place the machinery in as good & safe working condition as before the damage took place.

W. R.