

# Report of Survey for Repairs, &c., of Engines & Boilers.

No. *8224* Date of Writing Report *6<sup>th</sup> Nov. 1890* Port of *West Hartlepool*  
 No. in Reg. Book *72* Survey held at *West Hartlepool* Date, first Survey *24<sup>th</sup> Oct* Last Survey *3<sup>rd</sup> Nov. 1890*  
 on the Machinery of the *Screw Steamer "Bakuin"* Master *Peggy* No. of Visits *9*  
 Tonnage Gross *1669* Net *1093* Vessel built at *N. Hartlepool* By whom *H. Gray & Co* When *1886-6*  
 Registered Horse Power *200* Engines made at *N. Hartlepool* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*  
 No. of Main Boilers *2* Owners *A. Hunt* Port *London* Voyage *Patron*  
 Steam Pressure in Main Boilers *150 lb* If Surveyed Afloat or in Dry Dock *Afloat & in Gray's dry dock* Class of Vessel & Machinery *100 A 15.90*  
 in Donkey Boiler *90 lb* (State name of Dock.) *Carrying Petroleum*  
 Last Survey No. *8036* Port *Appl*

Particulars of Examination and Repairs (if any) *Special Survey No. 1*  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *Yes*  
 If this was not done, state for what reasons?  
 And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?

*Vessel placed in graving dock, examined the propeller, stern bush, sea connections, cylinders, pistons, piston valves, condenser, clanks and thrust shafts, air pump, circulating pump and bilge pumps and found their condition satisfactory. Valve gear and feed pumps, which were in bad condition, have been thoroughly overhauled. Bolts in the foundation plate of engines tightened. Examined the shells, furnaces, combustion chambers, tubes, and safety valves, of the main boilers and found them in satisfactory condition. Five defective screw stays renewed in the backs of the combustion chambers. Internal steam pipes, which were in bad condition, have been renewed. Donkey boiler shell, furnace, combustion chamber, tubes, stays, and safety valves, in satisfactory condition. Settings of main and donkey boilers overhauled. Examined the engines and boilers under steam, adjusted the safety valves, and found them work well. The electric lighting apparatus of this vessel is by Messrs Hayward & Tyler, London, and consists of a dynamo driven by means of a belt from a vertical engine, fixed on the engine room platform, the wires are protected by wood casing, and so far seen, appear to be well insulated, the whole of this apparatus was fitted on board, new, last May.*

General Observations, Opinion, and Recommendation:— *The engines and boilers of this vessel are now in safe working condition and, in my opinion, eligible to have L.M.C. 11.90 recorded in the Register Book.*

Office or Registration Fee (per Sec. 31)	2	:	:	Fees applied for
Survey Fee (per Section 35)	2	5	0	7.11.1890
Special Damage Fee (per Section 37)	2	:	:	
*Certificate (if required) as per margin	2	:	5	
Travelling Expenses (if chargeable)	4	:	:	

*G. Stoddart*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 11 NOV 1890*  
 Assigned *+ Lmb 11/90*



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

Mr. submitted that this  
model is eligible to  
have + L.N.C. 11-90  
recorded.  
W.R.  
8 11 90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS

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