

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

No. *8283* Date of Writing Report *18 January 1891* Port of *West Hartlepool*
 No. in Reg. Book. *22* Survey held at *West Hartlepool* Date, first Survey *13th January 1891* Last Survey *15 January 1891*
on the Machinery of the Screw Steamer "Bakuin" Master *Reyer* No. of Visits *3*
 Tonnage Gross *1669* Net *1093* Vessel built at *West Hartlepool* By whom *W Gray & Co* When *1886-6*
 Registered Horse Power *200* Engines made at *West Hartlepool* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*
 No. of Main Boilers *Two* Owners *J Stuart* Port *London* Voyage *Batoum*
 Steam Pressure in Main Boilers *150 lbs* If Surveyed Afloat or in Dry Dock *With Eastern Graving Dock* Class of Vessel & Machinery *+100 H.P. 11. 90*
 in Donkey Boiler *90 lbs* (State name of Dock.) *and Victoria Dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *Petroleum in Bulk*
 Last Survey No. *Port* *S.S. 441 N^o 90* *+ L.M.C. 11. 90*

Particulars of Examination and Repairs (if any) *Exked after collision & Grounding*
 (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? *No*

If this was not done, state for what reasons? *Not open for survey & recently surveyed*

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 Propellor, Propellor shaft, Stern Bush, and Sea Connection Fastenings and found all satisfactory.

The backs of Combustion Chambers were slightly bulged in places and stays to same had been leaking around riveted heads, in my opinion caused through dirt; 40 screwed stays (18 in Port and 22 in Starb^d) have been taken out, and replaced with stays, fitted with Nuts.

General Observations, Opinion, and Recommendation: *The Engines and Boilers of this vessel, so far as seen, are now in a safe working condition, and eligible, in my opinion, to remain as classed*
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, D. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27) *£ 18*
 Survey Fee (per Section 28) *£ 18*
 Special Damage Fee (per Section 28) *£ 18*
 *Certificate (if required) as per margin *£ 18*
 Travelling Expenses (if chargeable) *£ 18*

Thomas R Blackie
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *53 JAN 1891*
 Assigned *Remain as classed*



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.

It is submitted that this vessel
is eligible to remain
as chartered
W.D.
22-1-91

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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