

No. 3019.

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

Date of writing Report *October 10th 94* When handed in at Local Office *11 OCT 94*

No. in Reg. Book *28* Survey held at *Hamburg* Date, First Survey *October 3rd 1894* Last Survey *October 8th 1894*

on the Machinery of the *Wood, Iron or Steel* *S. S. M. S. "Bakuin"* Master *E. J. Meyer*

Tonnage Gross *1663* Net *1013* Vessel built at *H. Harpport* By whom *H. Gray & Co.* When *1886* MONTH *6*

Registered Horse Power *200* Engines made at *H. Harpport* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*

No. of Main Boilers *2* Owners *Phosphor Transport & Storage Co* Port *London* Voyage *Batrum*

No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat* (State name of Dock.)

Steam Pressure in Main Boilers *150 lbs* in Donkey Boilers *—*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER of the Special Survey, Date of last Survey and of Periodical Surveys.	Assigned how long required.	Machinery and Boiler Surveys (including date of N.E., if any).
<i>100A 1394</i>	<i>LMC 94</i>	<i>B 7, 93</i>

Last Survey No. *1-90* Port *Hpl.* Completion of *S. S. M. S. 2*

Particulars of Examination and Repairs (if any) *S. S. M. S. 2*

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case. *Rep. No. 2971*

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No*

Do. " Donkey " *Yes*

If this was not done, state for what reasons? *Main Boilers have been examined as p. Rep. No. 2971*

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes.*

At what pressure were they afterwards adjusted under steam? *150 lbs.*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

I examined the slide valves crankshaft thrust shaft and thrust block and after three thrust block rings and the H. P. crankpin brasses had been remetalled I found these parts in order.

I examined the safety valves of the Main Boilers saw the latter under steam and adjusted the safety valves as above. The Donkey Boiler was found defective and removed on shore.

General Observations, Opinion, and Recommendation:

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 4, 94, R.E.N.S. 4, 94 or S.L.M.C. 4, 94, 140 lb., F.D., &c.)

The examinations for S. S. M. S. 2 being now completed, I beg to recommend that the Vessel Class be continued in the Register Book, S. S. M. S. 8, 94 be entered and a certificate be granted.

Office or Registration Fee (per Sec. 27)	£	1	0	0
Survey Fee (per Section 28)	£	1	0	0
Special Damage Fee (per Section 28)	£	0	0	0
Travelling Expenses (if chargeable)	£	0	0	0

*State if Certificate is required *Yes.*

Committee's Minute

Assigned *S. S. M. S. 8, 94*

Fees applied for	10
Received by me,	10

Mr. Borend.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Ch. Rick



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On 2nd of Jan. 1894

A few woodcock repairs were effected to the
Machinery, and the H. & B. was put in shape.

It is submitted that
the vessel is ready for

THE REGENT + L.N.C. & G.

Subject to the above, and the
Surveyor's report, a hard war

It is now in the hands of
the Surveyor, and should be specially surveyed
during construction.

W. R.

11-10-94

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



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