

No. 30

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

(Received at London Office)

MON. 15 DEC 1894

Date of writing Report	Decemb. 8 <sup>th</sup> 1894	When handed in at Local Office	18	Port of Hamburg
No. in Reg. Book.	Survey held at Hamburg	Date, First Survey	Oct. 16 <sup>th</sup>	Last Survey
28	on the Machinery of the Wood, Iron or Steel Sc. 3 Mst. S. Baldwin	Master	Mr. C. D. Meyer	(No. of Visits)
Gross Tonnage	168	By whom	W. Gray & Co.	YEAR. MONTH.
Net Tonnage	107.3	Vessel built at	W. Harbord	When 1886.
Registered Horse Power	251	Engines made at	W. Harbord	When 1886 Boilers, when made (Main) 1886 (Donkey) 1886
No. of Main Boilers	2	Owners	Petroleum Transport, Strass Co.	Port London Voyage Balowar
No. of Donkey Boilers		If Surveyed Afloat or in Dry Dock	afloat	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers	10 lbs	(State name of Dock.)		CHARACTER ✓ for Special Survey. Date of last Survey and of Periodical Surveys.
in Donkey Boilers	10 lbs			Machinery and Boiler Surveys (including date of N.B., if any).

Last Survey No. 309 Port Haar

## Particulars of Examination and Repairs (if any) Rep. of Donkey Boiler

(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. Please see Years. Rep. No. 3019)

CHARACTER ✓ for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
✓ 100A1 1894 Hamb. N. 2 - 94	✓ L.M.C. 8, 94 Carrying Petroleum in bulk

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " 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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted? 90 lbs Yes.

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

On examination of the Donkey Boiler I found most of the Combustion chamber stays badly corroded the steam space stays wasted, the tubes defective and the shell leaky at bottom.

The Boiler was taken into the shop, nearly all the comb. chamb. screw stays were renewed, new steam space stays fitted all the plain tubes and two stay tubes renewed, a patch fitted to the shell plating at bottom, and the comb. chamb. crown plate stiffened with 3" angle irons 12 inch apart. I drilled the Boiler plating at several places and found sufficient material. After completion of the repairs I tested the Boiler with a hydraulic of 185 lbs and found it satisfactory.

The Boiler was erected on board and found the safety valves correctly adjusted to 90 lbs.

## 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, 04, B.M.S. 4, 04 or Q.L.M.C. 4, 04, 140 lb., F.D., &c.)

The Donkey Boiler being now satisfactory and reerected on board, I beg to recommend that the Vessel's class be continued in the Register Book without new entry with regard to machinery.

Office or Registration Fee (per Sec. 27)	£ 10.0	Fees applied for
Survey Fee (per Section 28)	£ 3.3.0	£ 12 16 94
Special Damage Fee (per Section 28)	£ 1.1.0	£ 1.12.0
Travelling Expenses (if chargeable)	£ 1.1.0	Received by me, 12.12.94

\*State if Certificate is required

NOV 14 DEC 1894

Committee's Minute

Assigned As now

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

Mr. Rieck

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Donker N. ~~not~~ ~~contemporaneously~~ replaced  
It is substituted that  
this vessel is classified in Class D  
remain in ~~as~~ ~~the~~  
same ~~as~~ ~~the~~ ~~one~~ ~~in~~ ~~the~~  
~~green~~ ~~one~~ ~~in~~ ~~the~~

The D.B. ~~presented~~ ~~in~~ ~~the~~  
Received as go us

S R SP  
11-12-94

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

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



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