

No. 3178

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

Date of writing Report *March 21<sup>st</sup> 1895* When handed in at Local Office *Hamburg* (Received at London Office *SAT 23 MAR 1895*)  
 No. in Reg. Book. *28* Survey held at *Hamburg* Date, First Survey *March 19<sup>th</sup> 1895* Last Survey *March 20<sup>th</sup> 1895*  
 on the Machinery of the *Wood, Iron or Steel* *Sc. 3 Met. St. "Bakuin"* Master *E. J. Meyer*  
 Tonnage { Gross *1064* Net *1043* Vessel built at *H. Harlepool* By whom *H. Gray & Co.* When *1886* MONTH *6*  
 Registered Horse Power *200* Engines made at *H. Harlepool* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*  
 No. of Main Boilers *2* Owners *Reed & Co. Ltd. (Ld.)* Port *London* Voyage *Batavia*  
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *in dry dock*  
 Steam Pressure in Main Boilers *150 lbs.* (State name of Dock.) *Blohm & Voß dock*  
 in Donkey Boilers *90 lbs.*

Last Survey No. *100A1394* Port *Hamburg*  
 Particulars of Examination and Repairs (if any) *Surv. in dry dock*  
 (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 summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?  
 Do. " Donkey " " "  
 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?  
 If the Survey is not complete state what arrangements have been made for its completion?

*In dry dock I examined the fastenings of sea connections, propeller, propeller shaft, which was drawn stern bush which was refitted in lower part, and found all of these parts satisfactory.*

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.N. 3, 01, B.&N.S. 3, 01 or S.L.M.C. 3, 01, 140 lb., F.D., &c.)  
*The machinery of this vessel being satisfactory I beg to recommend that her Class be continued without new entry with regard to machinery.*

Office or Registration Fee (per Sec. 27) £ *10. 0* Fees applied for *21/3 1895*  
 Survey Fee (per Section 28) £ *1. 1. 0* Received by me, *M. B. Bennett*  
 Special Damage Fee (per Section 28) £ *1. 1. 0*  
 Travelling Expenses (if chargeable) £ *1. 1. 0*  
 \*State if Certificate is required *No*  
 Committee's Minute *TUES. 26 MAR 1895*  
 Assigned *As now*

*M. B. Bennett*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

FRI 31 MAY 1895



*On and of ten years  
the steam launch was retired*

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

*It is submitted that  
this vessel is capable of  
remain as CLASSED.*

*W.A.  
23.3.95*

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



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