

No. 684

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

Date of writing Report January 10 1896 When handed in at Local Office 18 Port of Philadelphia  
No. in Reg. Book. 31 Survey held at Morris Hook Pa. Date, First Survey Jan. 6 Last Survey Jan. 10 1896  
on the Machinery of the Wood, Iron or Steel Steamship Bakuin Master Corrigan  
Tonnage Gross 1669 Net 1093 Vessel built at N. Hartlepool By whom W. Gray & Co. When 1886 YEAR. MONTH. 6  
Registered Horse Power 208 Engines made at N. Hartlepool When 1886 Boilers, when made (Main) 1886 (Donkey) 1886  
No. of Main Boilers Two Owners Petroleum Transport Co. Port London Voyage Home  
No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Afloat  
Steam Pressure in Main Boilers 150 (State name of Dock.)  
in Donkey Boilers 90

Last Survey No. Two Port Hamburg 1894.

## Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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.)

CHARACTER & for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned (if any).	Machinery and Boiler Surveys (including date of N.B., if any).
<u>H 100 A-1</u>		<u>+ L.M.C.</u>
<u>8.95</u>		<u>8.94</u>
<u>ss No 2.94</u>		<u>B. 8.95</u>

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? 20  
Do. " Donkey " " " 20  
If this was not done, state for what reasons? Boilers not damaged  
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? 20  
At what pressure were they afterwards adjusted under steam?  
Did the Surveyor examine the Safety Valves of Donkey Boiler? 20  
To what pressure were they afterwards adjusted?  
Has the propeller shaft been drawn and examined at this time?  
If the Survey is not complete state what arrangements have been made for its completion?

This vessel, during heavy weather, suffered some damages to engine, as follows:  
Feed pump suction & delivery valves broken, Seats of same started.  
Silge suction pipes and Exh. Exhaust Engine broken.  
The valves for Feed pump were renewed, Seats repaired.  
The damaged pipes were temporarily repaired; they are to be repaired permanently at a home port.

## 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. 404, B.A.M.S. 404 or S.L.M.C. 404, 140 lb., F.D., &c.)

I would recommend, that this Vessel's Machinery Record remain, as now, without new date.

Office or Registration Fee (per Sec. 27)	£	1	1	Fees applied for
Survey Fee (per Section 28)	£	1	1	<u>Jan 10 1896</u>
Special Damage Fee (per Section 28)	£	1	1	Received by me,
Travelling Expenses (if chargeable)	£	1	1	<u>Jan 10 1896</u>

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

\*State if Certificate is required  
Committee's Minute TUES. JAN 21 1896 FRI. MAR 13 1896  
Assigned Deferred