

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

(Received at London Office **WED. SEP 23 1896**)

Date of writing Report 21 Sept 1896 When handed in at Local Office 21 Sept 1896 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 31 Survey held at Newcastle Date, First Survey 28 Sept Aug Last Survey 15 Sept 1896.
on the Machinery of the Wood, Iron or Steel S. S. "Bakuin" Master (No. of Visits 6-7)

Gross <i>1669</i>		YEAR. MONTH.	
Tonnage	Net <i>1093</i>	Vessel built at <i>W. Hartlepool</i>	By whom <i>W. Gray & Co.</i>
Registered	<i>203</i>	Engines made at <i>W. Hartlepool</i>	When <i>1886</i>
Horse Power	<i>2</i>	Boilers, when made (Main) <i>1886</i>	(Donkey) <i>1886</i>
No. of Main Boilers	<i>2</i>	Owners <i>A. Stuart (Mps)</i>	Port <i>London</i>
No. of Donkey Boilers	<i>1</i>	Voyage <i>Callao via India</i>	
Steam Pressure—		If Surveyed Afloat or in Dry Dock <i>Wallend Pontoon</i>	Particulars of Classification (which must be inserted
in Main Boilers	<i>150</i>	(State name of Dock.)	precisely as in Register Book & Supplements).
in Donkey Boilers	<i>90</i>		

Last Survey No. _____ *Port* _____

Particulars of Examination and Repairs (if any) BS & alterations.

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed since last surveyed.	Machinery and Boiler Surveys (Including date of N.B., if any.)
+ 100 AI 3-96		+ I M C. 8-94 BS. 8-95
Carrying Petroleum in bulk S. S. Ham No 2-94		

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

Do.		Donkey			
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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?

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? *The Vessel's arrival at Callao.*

The sea cock & propeller examined & found satisfactory

The tail shaft drawn a found satisfactory.

The Main & Donkey Boilers examined & put into good order, a few short stays renewed.

The Main & Donkey Safety Valves examined & tested under steam.

The Main & Donkey ^{boilers} have been fitted to burn oil fuel, as per attached sketch. An evaporator has also been supplied to make good the steam used for the burner & a small pump has been fitted to pump the fuel out of the intended oil tanks Nos 2 & 3.

The steams out to Callao with ordinary coal, on her arrival at that port the communications between the Nos 2 & 3 tanks & the ordinary ballast pump will be cut off by blank flanges, the flanges are on board & when fitted, notice will be given at the 1st port at which a ~~Rep~~ Surveyor to this Society may be present.

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, H.S. 903, H.&M.S. 903 or Φ L.M.C. 903, 140 lb., F.D., &c.)

The Mack^{140 lb., F.D., &c.} is eligible in our opinion to remain as cleared
 & to have fresh record B.S. 9-96.

Office or Registration Fee (per Sec. 27)	£	1	1
Survey Fee (per Section 28)	£	2	0 2 0
Special Damage Fee (per Section 28)	£	4	-
Travelling Expenses (if chargeable)	£	1	2 16

Fees applied for
22-9-1896

Received by me,
1-10-1896

PAID.
21096
John H Heck & Son.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute

Assigned

FRI. SEP 25 1886

189,96

Record 'Burning liq. fuel - Engl'
 up - filled. after