

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

(Received at London Office) WED. 14 SEP 1898

Date of writing Report 2/3/98 Is When handed in at Local Office 2/3/98 is Port of Callao

No. in Reg. Book 31 Survey held at Callao Date, First Survey 2/3/98 Last Survey 11/3/98 Master W. H. White

Tonnage Gross 1069 Net 1093 Vessel built at West Hartlepool By whom Gray & Co. When June 1886

Registered Horse Power 205 Engines made at Central Works West Hartlepool When 1886 Boilers, when made (Main) 1886 (Donkey)

No. of Main Boilers 2 Owners J. H. Smith Port London Voyage off

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat

Steam Pressure—  
in Main Boilers 150 lbs  
in Donkey Boilers 45 "

Last Survey No. 15619 Port off

## 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 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 date and initials of any letters respecting this case.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year and Month examined.	Machinery and Boiler Survey (including date of S.B., if any)
<u>10001. 9. 96.</u>	<u>12. 12. 94.</u>	<u>13. 5. 98.</u>
<u>S. S. R. 2-94.</u>	<u>13. 5. 98.</u>	<u>13. 5. 98.</u>
<u>Carrying petm in bulk.</u>		
<u>Burning liquid fuel - Expt.</u>		

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?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between ligum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

I, the undersigned, at the request of the Late George Carter Lloyd's Agent at Lima proceeded on board the British tank steamer "Bahian" on the following dates:-

2/3/98 Main Boilers. Surveyed main boilers: externally the shell & mountings in good condition: internally shell, tubes, furnaces, and combustion chambers are in a fair condition with perceptible traces of a slight deterioration: condemned the following stays owing to their not being tight at the pressure that carries the boiler; viz:

Starboard Boiler. One main and five combustion chamber stays. Starboard combustion chamber.

(1) starboard wing top row 3<sup>rd</sup> from after end. (2) back of same 2<sup>nd</sup> row from starboard wing & 4<sup>th</sup> from top.

(3) 2<sup>nd</sup> row from bottom 4<sup>th</sup> row from starboard wing. Port combustion chamber.

(4) port wing 6<sup>th</sup> row & 5<sup>th</sup> down. (5) back 2<sup>nd</sup> row from starboard side & 5<sup>th</sup> down.

Main stay. 1<sup>st</sup> stay on top row counting from starboard side.

Port Boiler. Three main & eight combustion chamber stays.

Main stays. 2 on port wing 1 5<sup>th</sup> from port side. Starboard combustion chamber.

(1) starboard wing after row 6<sup>th</sup> down. (2) back 6<sup>th</sup> row from starboard side 3<sup>rd</sup> down.

(3) back 6<sup>th</sup> row from starboard side 4<sup>th</sup> down. (4) 4<sup>th</sup> row from starboard side 5<sup>th</sup> down.

Port combustion chamber. (5) 4<sup>th</sup> row from starboard side 4<sup>th</sup> down (6) 4<sup>th</sup> row from starboard side 5<sup>th</sup> down.

## 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. 9, 97, B.A.M.S. 9, 97 or S.L.M.C. 9, 97, 140 lb., E.D., &c.)

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

Fees applied for

18

Received by me,

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L. J. Russell



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Lloyd's Register Foundation



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(1) 4<sup>th</sup> row from starboard side 5<sup>th</sup> down (2) 4<sup>th</sup> row from starboard side 6<sup>th</sup> down  
 All the above have been condemned owing to their being very badly corroded away  
 and as I have already stated are not safe to the pressure boilers were then carrying.  
 4/3/95. Surveyed and examined the four new combustion chamber stays fixed (at the  
 old size 1 1/4") with nuts on both ends, inside and outside of the shell, these four  
 stays replaced those in port combustion chamber of port boiler which were the most  
 corroded. The Captain in view of the slowness of the work caused by not finding  
 a suitable ship either in Lima or Callao & in view that the making of one would  
 take as long as a trip to Tabara and back from where he was called solicited of  
 me to have the steam pressure reduced to answer to Lloyd's rules for the then  
 condition of the boiler, which I did, reducing from 150 lbs (when left England)  
 to 135 lbs pressure per square inch. The safety valve blew & carried off steam in a  
 satisfactory manner at the above reduced pressure.

4<sup>th</sup> to 13<sup>th</sup> / 5 / 95. On the "Balkin's return" & frequently during these dates I examined  
 at the work of renewing the stays proceeded, finding other five more chamber stays  
 in want of renewing in starboard boiler, which were renewed as well as the others  
 in a very satisfactory way. The new stays have been increased in diameter making  
 a far more substantial job. The main stays were altered from 2" to 2 1/8" and the  
 combustion chamber stays from 1 1/4" to 1 1/2" these were screwed through shell of boiler  
 and of combustion chamber and then secured outside as well as inside with nuts  
 same as the previous form in March. I may say that the old ones were only  
 rivetted. Tested the boiler up to 150 lbs pressure when the safety valve blew  
 and carried off steam in a satisfactory manner at that pressure.

#### Donkey Boiler.

2/3/95. Tested safety valve whilst under steam to 90 lbs pressure.

9/3/95 Examined internally where I found the stays slightly deteriorated, but shell,  
 furnace and combustion chambers are in a fair condition.

11/3/95 Reduced safety valve from 90 lbs (as when left England) to 75 lbs pressure  
 per square inch in view of the present condition of donkey boiler.

Considering therefore that the boiler are in a very satisfactory condition I have no  
 hesitation in certifying that they fulfill the requirements for the above  
 classification in Lloyd's Register.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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Rpt. 9.

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(Received at London Office. **WED. 14 SEP 1898**)

Date of writing Report 18 When handed in at Local Office 18 Port of Callao  
 No. in Reg. Book 31 Survey held at Callao 2/3/98 Date, First Survey 2/3/98 Last Survey 11/3/98  
 on the Machinery of the Wood, Iron or Steel S. S. "Sardinia" Master White  
 Tonnage Gross 1069 Net 1093 Vessel built at West Hartlepool By whom Gray & Co. When June 1886  
 Registered Horse Power 203 Engines made at Central Works, West Hartlepool Boilers, when made (Main) 1886 (Donkey)  
 No. of Main Boilers 1 Owners Alfred & Co. Port London Voyage off  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat  
 Steam Pressure in Main Boilers 150 lbs. in Donkey Boilers 45

Last Survey No. 15619 Port off

## 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 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.)

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Do. " Donkey " " " " "

If this was not done, state for what reasons?

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(3) 2<sup>nd</sup> row from bottom 1<sup>st</sup> row from starboard wing. Port combustion chamber.

(4) port wing 6<sup>th</sup> row & 5<sup>th</sup> down. (5) back 2<sup>nd</sup> row from starboard side & 5<sup>th</sup> down.

Main stay. 1<sup>st</sup> stay on top row counting from starboard side.

Port Boiler. Three main & eight combustion chamber stays.

Main stays 2 on port wing 1<sup>st</sup> from port side. Starboard combustion chamber

(1) starboard wing after row 6<sup>th</sup> down. (2) back 6<sup>th</sup> row from starboard side 3<sup>rd</sup> down.

(3) back 6<sup>th</sup> row from starboard side 4<sup>th</sup> down. (4) 4<sup>th</sup> row from starboard side 5<sup>th</sup> down.

Port combustion chamber. (5) 4<sup>th</sup> row from starboard side 4<sup>th</sup> down (6) 4<sup>th</sup> row from starboard side 5<sup>th</sup> down.

## 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, R.S. 9, 97, R.A.M.S. 9, 97 or S.L.M.C. 9, 97, 140 lb., F.D., &c.)

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 Survey Fee (per Section 28) £ 1  
 Special Damage Fee (per Section 28) £ 1  
 Travelling Expenses (if chargeable) £ 1

Fees applied for

18

Received by me,

18

State if Certificate is required

Committee's Minute

Assigned

FRI. 16 SEP 1898

£105 Solei Pauvian  
 James Russell Chief Engineer  
 Register of Shipping and Machinery



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Lloyd's Register  
Foundation



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It is submitted that

this vessel is eligible for

THE RECORD.

F.B. pressure to be noted 75 lbs

14/9/98

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