

"Baku Standard"

London

22nd July 1895

J. E. Valinier, and J. E. G. G. G.

The owners of the Baku Standard, a small
steamer, of the Baku Standard, of the
Baku Standard, of the Baku Standard, on the
22nd July 1895, and in consequence of the
order to ascertain the nature and extent
of damage sustained by the vessel, which
had been damaged by the Baku Standard
on the river Baku, which was sailing
from Baku on the 19th June 1895, and
was in the river Baku, which was sailing
towards Baku, on the 22nd July
1895.

For further particulars see the
report of the Baku Standard.

When the Baku Standard was sailing
on the river Baku, which was sailing
from Baku, which was sailing
towards Baku, on the 22nd July
1895.



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The landing edge of the flat deck plate and an acut' strain on starboard side slightly leaning. throughout the forward half length of the vessel.

One built' strain in the flat deck plate about one third the length from stem, and one of the built' rivets broken.

On both sides of vessel, several rivets through the web frame, at after end of the engine room, leaning, and also in a few frames further aft.

About two dozen rivets in the after garboard plate, through the stem frame, loose and defective.

The frame bar of web frame at after end of engine room, broken in way of hold stringers and the end connections of hold frame, started.

The propeller shaft, loose in the hub and the propeller nut started.

Recommended: The landing edge of flat deck plate and an acut' strain on starboard side, to be repaired, where necessary. The defective rivets in the flat deck plate built, to be removed, and the built, repaired.

The defective frame and garboard rivets at the after end of vessel, to be removed.

A short built frame bar to be fitted to the web frame at after end of engine room.

Boat No.

Port

Years of Examination and Repairs (if any) *1890*

On the starboard side the rivets on the

bold beam were to be removed on starboard

side and a bracket fitted on the end of

the bold beam and attached to the

stronger, on both sides of vessel. The

center is to be drawn and

examined. The stern bush is to be

repacked, retinned, and the

and valve overhauled. The

the main bottom to be cleaned and

primed, in order to place the vessel in

as good and efficient condition as the

was before the accident. The

and

in 1890 - 1891

7.11.90

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