

No. 14, 193.

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

(Received at London Office WED. 7 AUG 1895)

Date of writing Report 26-7-95 When handed in at Local Office 6 AUG 1895 Port of CARDIFF
 No. in Reg. Book. 30 Survey held at Cardiff Date, First Survey July 22nd Last Survey July 24th 1895
 on the Machinery of the Wood, Iron or Steel S.S. Baku Standard Master E. C. Robinson
 Tonnage { Gross 3708 Net 2875 Vessel built at Newcastle By whom Armstrong Mitchell & Co When 1893 - 2
 Registered Horse Power 293 Engines made at (a Stuart) When 1893 Boilers, when made (Main) 1893 (Donkey) 1893
 No. of Main Boilers 2 Owners (a Stuart) Port Manchester Voyage
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Must be stated by Dr Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 160 (State name of Dock.)
 in Donkey Boilers 100

Last Survey No. Port Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and serially 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?

Damage stated to have been caused by pounding when leaving Philadelphia on June 19th 1895 & also on River Barrow on July 7th 1895.

Propeller clock in bush & with nut started, shaft drawn, examined & found in good order, bush reworked propeller refixed sea cocks & valves examined & overhauled.

Note. The gear for burning liquid fuel has been (temporarily) disused and the boiler are now fired in the usual manner.

General Observations, Opinion, and Recommendation: The machinery of this vessel

(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, S.S. 404, R.A.N.S. 404 or S.L.M.C. 404, 140 lb., F.D., &c.)

as far as seen, is and in good order & capable in my opinion to remain as classed without fresh record of survey.

Office or Registration Fee (per Sec. 27) £ - - - Fees applied for
 Survey Fee (per Section 28) £ - - -
 Special Damage Fee (per Section 28) £ 1 1 0
 Travelling Expenses (if chargeable) £ - 19 0
 Received by me, 10-8-1895

*State if Certificate is required

Committee's Minute

Assigned

FRI. 9 AUG 1895

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



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