

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

(Received at London Office)

WED. JUL 15 1896

Date of writing Report 6-7-1896 When handed in at Local Office 6-7-1896 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 20 Survey held at North Shields Date, First Survey July 1st Last Survey July 3rd 1896

on the Machinery of the Wood, Iron or Steel S.S. "Baker Standard" Master John J. 3

Tonnage { Gross 3708 Net 2345 Vessel built at Newcastle By whom Lieut. R. & Armstrong When 1893-2

Registered Horse Power 293 Engines made at Do When 1893 Boilers, when made (Main) 1893 (Donkey) 1893

No. of Main Boilers 2 Owners Anchor Co. Ltd. Port London Voyage

No. of Donkey Boilers 1 If Surveyed Afloat Do In Dry Dock (Smith's Pontoon) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure 160 lbs (State name of Dock.)

in Main Boilers 160 lbs

in Donkey Boilers 100 lbs

Last Survey No. PortParticulars of Examination and Repairs (if any) Damage & part-ss

(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 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? No

Do. " Donkey " "

If this was not done, state for what reasons? Int. dueAnd 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 ensure 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? YesIf the Survey is not complete state what arrangements have been made for its completion? The Owners representative statesthat the survey will be completed as it falls due.

Damage stated to have been caused by collision
Vessel placed on pontoon, propeller shaft drawn in,
sea connections opened out - examined & found in
safe working condition.

The Owners ask that this may stand as part-3 survey not

Complete survey - All the machinery to be examined
the propeller shaft - sea connections.

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

(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. D.93, S.S. N.S. 100 or S.S. N.C. 100, 140 lb., &c., &c.)

vessel as far as seen is in safe working condition
eligible in my opinion to remain as classed in
the Register

Office or Registration Fee (per Sec. 27)	£		Fees applied for
Survey Fee (per Section 28)	£		18
Special Damage Fee (per Section 28)	£		
Travelling Expenses (if chargeable)	£		Received by me,
			18

*State if Certificate is required

Committee's Minute

Assigned As now

TUES. JUL 21 1896

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



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