

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

(Received at London Office

TUES. 27 DEC 1898

Date of writing Report *Dec 22nd 1898* When handed in at Local Office *18* Port of *Constantinople*
 No. in Reg. Book. *30* Survey held at *Comm-capou & in Port.* Date, First Survey *Dec 14th* Last Survey *Dec 22nd 1898*
on the Machinery of the Wood, Iron or Steel S. S. 'Baku Standard' Master *H. Tucker*
 Gross *3708* Vessel built at *Newcastle* By whom *Lt. W. G. Armstrong & Co* When *1893* Boilers, when made (Main) *1893* (Donkey) *1893*
 Net *2375* Engines made at *Newcastle* Port *London* Voyage *Black Sea & U.K.*
 Registered Power *293* Owners *European Petroleum Co. Ltd*
 Main Boilers *two* If Surveyed Afloat or in Dry Dock *lipped*
 Donkey Boilers *one* (State name of Dock.)
 Main Pressure *160*
 Donkey Boilers *100*

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

CHARACTER of Special Survey, Date of last Survey and of Periodical Surveys.	Years and months elapsed.	Machinery and Boiler Surveys (including date of S.S., if any).
<i>+100 A.1.</i>		<i>+ L.M.C.</i>
<i>10.97. 10.98</i>		<i>3.97</i>
<i>Dec 1-97</i>		<i>135-698</i>
<i>Carrying Pet in Bulk</i>		

st Survey No. *197* Port *Smiths. NWC*
 Particulars of Examination and Repairs (if any)

logical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

10. " " Donkey " " " "

was not done, state for what reasons?

what parts of the Boilers could not be thus thoroughly examined?

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?

he Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

the propeller shaft been drawn and examined at this time? *yes.* If spare propeller shaft fitted, state whether new? *new.*

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *barely 1/16."*

Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Completed.*

This survey was requested by the Captain & Agent, the Machinery being disabled.

As per Log Book the S. S. "Baku Standard" in Ballast from the Tyne, for Batoum, while steaming in the sea of Marmora, on the 10th inst, the tail shaft suddenly broke disabling the Engines, she was then taken in tow by the S. S. "Angela" to Comm-capou where she anchored. and on the 14th inst was towed by tug-boats & moved at the quay in the Batoum for the purpose of tipping.

Damage.

Fourteen inches is broken off the end of one propeller blade - and seven inches off the end of the following one.

The broken tail shaft after being removed, the tube was cleaned and well examined.

The shaft was broken forward of the forward lines. It is a sheer break & apparently new.

The lignum-vitæ was worn down to the brass bush.

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

The repairs now effected are permanent. The Engines have had thorough over-all and are at this date in good working order. It is therefore recommended that the record remain the same as now on Register.

Fee or Registration Fee (per Sec. 27) *£ - 10-0* Fees applied for *Dec 23rd 1898*
 Survey Fee (per Section 28) *£ - 1-0*
 Special Damage Fee (per Section 28) *£ 7-18-0* *£ 10-0-0*
 Travelling Expenses (if chargeable) *£ 1-12-0* Received by me, *Dec 23rd 1898*
 State if Certificate is required *no.*

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

FRI. 10 FEB 1899

TUES. 10 JAN 1899

Committee's Minute

Assigned

Write Own 20/1/99
Howe 14/1/99



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All the rod oil lubricator pipes were broken and otherwise damaged.

Repairs.

New bottom half of the Lignum-vitae has been fitted into the stern bush.

A new brass ring has been made & fitted onto the stern post boss, and secured with new $\frac{3}{4}$ screw pins. New muntz metal studs & brass nuts have been made & fitted into the turbo end, for the gland.

The new tail shaft has been well cleaned & painted before being placed. It is a good fit in the propeller boss as also the key.

The coupling bolt holes have been carefully lined out, the old bolts being sound were again utilized.

The crank shaft was fully $\frac{5}{16}$ " low, which prevented the other Couplings coming fair, the shafting being short.

The crank shaft has been lifted, $\frac{5}{16}$ " and new muntz metal liners of that thickness have been cut & bedded under the bottom brasses.

The shafting is now made lineable throughout. A new evaporator pump has been made of brass, as also plunges gland and pipes as required.

The thrust shaft bearing shoes have been laced up & new oil grooves cut in the faces.

All the oil lubricator pipes on the rods have been renewed and repaired as required.

The above noted repairs have been carried out under my daily supervision.

A trial under steam has been made, all proving satisfactory.

G. P. Warren
Eng. Surveyor.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Damage caused by screw shaft breaking.

Screw shaft broke at sea

near in ballast. No corrosion, S.E.—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.

New shaft now fitted, and

shafting relined.

Two propeller blades found

intermediate broken off.

It is submitted that

this vessel is eligible to

remain as CLASSED.

Subject to a new

propeller being

fitted on arrival

in UK

owners to be

satisfied

A.C.H.

9.1.99



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