

No. 879.

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

(Received at London Office MUN. JAN 20 1902)

Port 9<sup>th</sup> Dec 1901 When handed in at Local Office 10 Port of Shanghai  
 Survey held at Shanghai Date, First Survey 3<sup>rd</sup> Dec Last Survey 6<sup>th</sup> Dec 1901  
 Machinery of the Wood, Iron or Steel ss. Baku Standard Master H. Tucker  
 Vessel built at Newcastle By whom James Mitchell & Co. When 1893  
 Engines made at Newcastle By whom Watt & Co. Ltd. When 1893  
 Boilers, when made (Main) 1893 (Donkey) 1893  
 Owners European Petroleum Co. Ltd. Port London Voyage Japan  
 If Surveyed Afloat or in Dry Dock Dry Dock  
 (State name of Dock.) International.

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.	Years assigned for special survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1 Sp. S.</u>		<u>LMC 3.97</u>
<u>12.00 Ganging P.</u>		<u>BS 9.01</u>
<u>Petroleum Bulk.</u>		<u>Oil pressure 75%</u>
<u>ss. Sh. S. 1-97</u>		

No. 697 Port Russ  
 of Examination and Repairs (if any)

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and in the body of the report, should be briefly summarised at the end of the report. State also the of any letters respecting this case.

Personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey

state for what reasons?

Boilers could not be thus thoroughly examined?

Means, in the absence of internal examination, were adopted by the  
 himself of the thorough efficiency of those parts of each Boiler?

Examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

Between lignum vitae of stern bush and top of after bearing of screw shaft?

3/8"

Complete state what arrangements have been made for its completion and what remains to be done?

The vessel was in Dry Dock

Stem shaft worn down 3/8 in lignum vitae. Now done. Shaft  
 and examined. Found shaft corroded between liners. Tapered ends  
 is chipped away and found the corrosion not to extend under  
 liners. Examined all sea cocks and valves with exception of sea  
 in fore peak. Boiler bottom blow down cocks taken off, turned out  
 and plugs fitted.

Examined stem bush, propeller and fastenings of sea connections.  
 Found everything in good condition. Lignum vitae in stem  
 renewed.

## Observations, Opinion, and Recommendation:—

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  
 action required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.00, B.&M.S. 9.00 or L.M.C. 9.00,  
 (B.S., &c.)

Recommend the vessel's machinery to remain as now classed  
and fresh record of survey subject to examination of stem shaft  
one year from date.

Fee (per Sec. 97) £ 1  
 Section 28) £ 3  
 (per Section 29) £ 1  
 (if chargeable) £ 1

Fees applied for

4/12 1901

Received by me,

4/12 1901

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

M. Paulsen

is required

8 Minute

TUES. 21 JAN 1902 FRI. 1 AUG 1902

FRI. JAN 24 1902

TUES. 20 APR 1902 2018

Lloyd's Register  
Foundation



U.S. No 2 due 2, 01 completion not stated.

Scow's report & sea connections examined.

It is submitted that this vessel is eligible to receive as CLASSIFIED to the cross report they again examined before 17, 02. *Phy*

The Owners should be requested to state when & where the vessel was built.

S.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 to cause it to show through to the other side.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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