

Date of Writing Report 28.8.1903 When handed in at Local Office 29.8.1903 Port of PHILADELPHIA

No. in Survey held at **PHILADELPHIA** Date, First Survey **29.7.03** Last Survey **Aug 20th 1903**

No in Survey held at PHILADELPHIA

the Wood, Iron or Steel \$. 5 Baku Standard ^(No. of Vials) 10 Master, H. Lucke

10 THUR. 508

Built at Newcastle

By whom Sir W. G. Armstrong & Mitchell & Co.

Master, H. Lucke

Owners European Petroleum & Ltd

Port belonging to London

Owners' Address

(If not already recorded in Appendix to Register Book.)

6 (If not already recorded in Appendix to Register Book.)
 out or in Dry Dock? *Yes* Name of Dock *Cramps 878*

Destined Voyage *Copenhagen*

for DBa	feet; uE&B	feet; f	feet;
tu tons; FPT	tons; APT	tons; MT	feet tons.

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

has Water Ballast Tanks, state whether the manhole covers have been removed, and the inside measured. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and bottom plating, especially in the boiler space.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Elapsed since last survey.	Machinery and Bolts Surveyed (including date of N.R., if any)
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Port, No. 45546 Port Two

is, 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, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Damage (the cause of which must be stated) should be separated from Repairs due to other causes. The cause of damage should be stated in the form shown below. Whenever damage is reported, the particulars of weight or size and test of the article damaged, such as Anchors, Chains, or Hawsers, should be stated, together with the vessel's Equipment, and also the date and initials of any letters respecting this case.

+100 A1

+ LMC 7.02

Carry petrol in bulk

SS Ave No 2. 02
Society's Freeboard (if assigned) as

where the Surveyor has ~~made~~ made a special damage report he is required to state whether he offered his services for this purpose, and why they were

also whether any damage report was made, and, if so, by whom? *by undersigned*

EXAMINATION AS PER RULE, FOR Damage by collision with ice

amination in dry dock, found bottom crushed in on port
from keel up to including F Stake extending from after
of stem to fore side of 1st cofferdam.

is now done, on account of damage.

Re. Male Beer strike no 1 out ofaired, no 2 fairer in place

A	172	Renewed, 10/23	"	"	"
B	172	"	103	out	fairer replaced
C	172	"	103 & 4	"	"
D	172	"	103 & 4	"	"

P.T.O

MAJOR REPAIRS:—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
.....	.....	8	23	21	6	—	—	—	2 Bulkhead plates and
d Paired or Repaired .....	.....	8	—	—	3	2	—	—	double angle keelson &
repaired in place .....	.....	5	—	—	10	—	—	—	stringers.

CONDITION OF THE	Stringers	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Good	Good	Good	(State if on felt.)
Inner Bottom Plating	✓	Engine Room Skylights	When put on, Month
State if Tanks have been examined inside	Good	Cool Bunkers, Open'gs, Lids, &c.	Year
State if Tanks now tested	Yes F. P. P. K.	Scuppers	Boats
Bulkheads	Good	Cargo Hatchways	Masts, Yards, &c.
Ceiling	—	Hatches	Condition, how ascertained
Cement or Asphalt	Cement	Pilking of Wood Vessels	(State if wedges removed)
(State which.)	—	Caulking ditto	Sails
Rudder	—	Treesails ditto	Equipment letter
Windlass	—	Breasthooks & Stenon ditto	Anchors, No. of
Have Pumps now been examined and found efficient?	not ex	Transoms, Pointers, & Outches ditto	Cables (State if now ranged)
Have Sluice Valves now been examined and found efficient?	none	Timbers of Frame at openings ditto	.. length size
Have Watertight Doors now been examined and found efficient?	—	Ditto ditto at other places ditto	.. Rule length size
		Stringers, Clamps & Shells ditto	(per Table 22)
		Salting ditto	Hawser & Warps
		(State if examined.)	Standing & Running Rigging

Observations, Opinion as to Class, Recommendation, &c.:—

clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon survey, thus, for example:—".....to remain as now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 198, and the notations of *ss No. 1-98 and pxd98, &c.*"

This vessel is now in good efficient condition and
able in our opinion to remain as classed to have
No. of Survey 8-03 in the Register Book.

Chargeable per Section II., Sec. 27/	£ -	:	:	Fees applied for,
Section 28/	£ -	:	:	20.8.1903
Repair Fee (if any)	\$50-00	:	:	Received by me,
Notes (if chargeable)	\$04-00	:	:	20.8.1903
Other Fee (if any)		:	:	

James Farnaghan
Robert-Harg.

Surveyor to Lloyd's Register of British & Foreign Shipping

FRI. 18 SEP 1903

FRI. 11 SEP 1903

Committee's Minute

Character Assigned

~~XXXXX~~

Deferred

TUES. 27 OCT 1993

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Lloyd's Register
Foundation

s.s. "Baku Standard"

Damage continued

Port Side, Plates, E Choke No 1-2 & 3 cut & fairer replaced

" " E " No 4 cut renewed

" " F " No 1 & 2 fairer in place

21 frames reverse frames cut out renewed

6 floors cut out renewed

3 " " fairer replaced

10 " " fairer in place

One inch frame cut out & part renewed

Two beams in fore peak cut & fairer replaced

Fore peak bilge stringer cut out renewed

Two plates on collision bulkhead frames cut out renewed

Bilge keelson & side keelson in fore hold cut out and renewed for 25 ft. & 14 ft. respectively.

Bilge pipes in way of repairs removed & after work replaced.

Cement & close ceiling in way of damage renewed

Fore peak tested with head of water.

Repairs due to tear & wear. A number of loose rivets in the side of fore peak, cut out renewed.

A damage report is issued on this case.

Robert-Haig

James Cunningham

N.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.

10001
Spar deck
Carving period in bulk