

3/14 August 1903

No. 1191

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

(Received at London Office)

10 THUR. SEP 1903

Port 28-8-1903 When handed in at Local Office 28-8-1903 Port of PHILADELPHIA.

held at Philadelphia Date, First Survey 28-7-03 Last Survey Aug 20<sup>th</sup> 1903

Machinery of the Wood, Iron or Steel ss Baku Standard Master H. Luchen

Vessel built at New Castle By whom Armstrong Mitchell & Co When 893-2

Engines made at do By whom Wallace Shipway & Co When 893-2

Boilers, when made (Main) 1893 (Donkey) 1893

Owners European Petroleum Co Port London Voyage Copenhagen

Surveyed Afloat or in Dry Dock Cramps DK Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. 3708 Port Philadelphia Character of Special Survey +100 A 1.7.03 Machinery and Boiler Survey +LMC. 7.02

of Examination and Repairs (if any) Damage

When held, must be reported in detail and verbatim 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 filled in the body of the report, should be briefly summarised at the end of the report. State also the date of any letters respecting this case.

where the Surveyor has ~~not~~ made a special damage report he is required to state whether he offered his services for this purpose, ~~and why they were not~~ also whether any damage report was made, and, if so, by whom? by undersigned

personally go inside each Main Boiler separately and make a thorough examination at this time? no

Donkey " " no

state for what reasons? not opened out, to be done at a home port.

the Boilers could not be thus thoroughly examined? -

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? -

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? -

examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boiler? -

examine the drain plugs of the Main Boilers? - and of the Donkey Boiler? -

examine all the mountings of the Main Boilers? - and of the Donkey Boiler? -

has been drawn and examined at this time? yes If spare propeller shaft fitted, state whether new? -

between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8

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

age by collision with ice

placed in graving dock, one blade of propeller broken

Propeller Shaft drawn in & examined, Spare propeller fitted. Cast-iron seating for fore peak filling valve broken, new seating fitted & found satisfactory.

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 what alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 500, B.&N.S. 500 or L.M.C. 500, &c.)

The machinery of this vessel is now in safe

working condition & eligible in my opinion to remain

classified.

Fee (per Sec. 27) £ 20-8-1903

Repair Fee (if any) \$30-00

Received by me, Robert Haig

20-8-1903

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

is required

's Minute FRI. 11 SEP 1903

as none

FRI. 18 SEP 1903

TUES. 27 OCT 1903



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Insert Character of Ship and Machinery precisely as in the Register Book.

Certificates to be sent to

Due to damage. Spare propeller fitted.  
4 other men left.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

Msd.  
10.9.03.

100  
B.S. due 7.03.03 to be held on watch on arrival

S.R.—If this Report is copied by Copying Press, special 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.