

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

(Received at London Office)

SAT. 24 SEP 1904

Date of writing Report 21st Sept 1904 When handed in at Local Office 19 Port of Swansea
 No. in Reg. Book. 34 Survey held at Port Talbot Date, First Survey 8th Sept Last Survey 13th Sept 1904
on the Machinery of the Wood, Iron or Steel S.S. "Baku Standard" Master W. G. Armstrong Mitchell
 Tonnage { Gross 3708 Vessel built at Newcastle By whom Sir W. G. Armstrong Mitchell When 1898-2
 Net 2375 Engines made at to By whom Wales and S. P. (him) When 1898
 Registered 293 Boilers, when made (Main) 1893 (Donkey) 1893
 Horse Power 2 Owners European Petroleum Co. Ltd Port London Voyage —
 No. of Main Boilers 2 & Surveyed Afloat or in Dry Dock Port Talbot Graving Dock
 No. of Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 160
 in Donkey Boilers 90

Last Survey No. — Port —
 Particulars of Examination and Repairs (if any) B.S. & Donkey
 (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 summarized at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases 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 declined? — also whether any damage report was made, and, if so, by whom? —

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

Do. " Donkey " " " yes

If this was not done, state for what reasons? —

And 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 assure himself of the thorough efficiency of those parts of each Boiler? —

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? Not Adjusted.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? Not Adjusted.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boiler? yes

Did the Surveyor examine the drain plugs of the Main Boilers? — , and of the Donkey Boiler? —

Did the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boiler? yes

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

State the distance between ligum vite of stern bush and top of after bearing of screw shaft? 1/8

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? On Vessel's Return in a few months.

Vessel placed in dry dock, fastenings of sea cocks examined.

Tail Shaft drawn in and examined, shaft replaced and spare propeller fitted and secured.

Main and donkey boilers opened and examined throughout, their safety valves taken adrift and examined

To complete B.S.
All safety valves to be adjusted under steam.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far

(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. 900, B.S. & M.S. 900, or L.N.C. 900, 120 lb., F.D., &c.)

as seen is in an efficient condition eligible in my opinion to remain as classed with fresh record for tail shaft of 9-04 and B.S. 9-04 when the survey has been completed.

Office or Registration Fee (per Sec. 32) £ 2.0.0 Fees applied for 23rd Sept 1904
 Survey Fee (per Section 28) £ 4.0.0
 Special Damage or Repair Fee (if any) (per Section 28) £ 16.9
 Travelling Expenses (if chargeable) £ 4.6
 £ 2-0-6 Received by me 28.9.04
John Pollock
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute TUES. 27 SEP 1904

Assigned as now WED. 28 DEC 1904

Deferred

TUES. 31 JAN 1905



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B.S. due 10.00 Is completion
where in a few
months,

Screw shaft examined

It is submitted that this
vessel WILL BE eligible for
the record.

B.S. 9.00 when
all supply values have been
adjusted under plan.

Bali

59.00 24.9.00

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



LR-FAP

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