

Due to damage - new stern tube, stern bracket &
new shaft fitted / minor engine repairs
done

It is submitted that
this report is complete &
remain as CLASSIFIED.

JRM
14/7/07

NS 2.07

N.B.—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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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

THUR. FEB 14 1907

Date of writing Report 11 Feb 1907 When handed in at Local Office 12 Feb 1907 Port of Newcastle on Tyne
 No. in Survey held at North Shields Date, First Survey Jan 28 Last Survey 11 Feb 1907
 35 on the Machinery of the Wood Iron or Steel sp Baku Standard Master Ed
 Gross 2708 Vessel built at Newcastle By whom Sir W. G. Armstrong Mitchell & Co When 1893 MONTH 2
 Net 2875 Engines made at Newcastle By whom W. G. Armstrong Mitchell & Co When 1893
 Registered 293 Boilers, when made (Main) 1893 (Donkey) 1893
 o. of Main Boilers 203 Owners European Petroleum Co Ltd Port London Voyage
 o. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Smiths No. 4 SD
 Steam Pressure in Main Boilers 160 lb (State name of Dock.)
 in Donkey Boilers 70 lb

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Incly Repairs

Periodical Surveys, when held, must be reported in detail and serially 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 summarised 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? Offered 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? NoDo. " Donkey " " " NoIf this was not done, state for what reasons? Not due for surveyAnd 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? ✓To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boiler? ✓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? ✓, and of the Donkey Boiler? ✓Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? two or two liners? two or is it without liners? twoHas shaft now been changed? Yes If so, state reasons liner & somewhat scored & cut, shaft scored at base end of coneIs the shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? two or is it without liners? twoState the distance between lignum vitae of stern bush and top of after bearing of screw shaft? New bush fitted complete - Stern tube renewedIf the Survey is not complete state what arrangements have been made for its completion and what remains to be done? ✓Vessel entering Sulina Harbour on the 10th September 1906. Voyage Venice to Thail.

Damage stated to have been caused by wire rope fouling the propeller -

The aft-end of Stern tube, and bush badly cut and damaged, cone end of Tail shaft cut & scored, - A new Stern tube, bush and Tail shaft (continuous liner) now fitted instead, inside fastenings of sea connections in order.

Thrust and Crank shafts examined, while metal in L.P. bottom end renewed, L.P. piston rod tested in lathe, turned up and refitted. Guide shoes & bars overhauled.

The flange of L.P. piston was broken off for a length of about 14" during overhaul, a new piston, and piston ring now fitted instead, one Ramsbottom ring in H.P. piston was found broken - opportunity was taken to fit Lockwood & Cartlidge springs instead. The cylinders, pistons & slide valves, generally overhauled & examined.

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. 9,05, B.&M.S. 9,05, or L.M.C. 9,05, 140 lb., F.D., &c.)

In my opinion the machinery is now so far as seen in good condition and eligible to remain as classed with record of new Tail shaft fitted. 2.07.

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) (per Section 28.)

Travelling Expenses (if chargeable)

Fees applied for

13 FEB 1907

Received by me,

19/2/07

Leonard & Shallcross

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

Committee's Minute

FRI. FEB 15 1907

Assigned

As above

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

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