

main Boiler room -
minor repairs effected.
new donkey boiler fitted

It is submitted that
this vessel is eligible for
THE RECORD, B.S. 8.07
N.A.B. 07
100 cts

H. 2.9.07

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 THE MARGIN.

Rpt. 5a.

Date of writing

No. in
Reg. Book.

34

Master

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

THUR. 29 AUG 1907

(Received at London Office)

Date of writing Report 26 Aug 1907 When handed in at Local Office 26 Aug 1907 Port of Newcastle on Tyne

No. in Reg. Book 34 Survey held at Watt's Shields Date, First Survey 6. 8. 07 Last Survey 20 Aug 1907

34 on the Machinery of the Wood, Iron or Steel Baku Standard Master W. S. Armstrong Mitchell

Tonnage { Gross 3708 Net 3376 Vessel built at Newcastle By whom W. S. Armstrong Mitchell When 1893 - 2

Registered { Horse Power 293 Engines made at Newcastle By whom Hall and Slip C. W. When 1893

No. of Main Boilers 2 Boilers, when made (Main) 1893 (Donkey) 23. 7. 07

No. of Donkey Boilers 1 Owners European Petroleum Co. Ltd Port London Voyage

Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock Smiths & S. (State name of Dock.)

in Donkey Boilers 100

Last Survey No. Port

Particulars of Examination and Repairs (if any)

(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? 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 " " " No

If this was not done, state for what reasons? New donkey boiler fitted in place of the old one now removed. Mark on Boilers 7535

And what parts of the Boilers could not be thus thoroughly examined? Cylinder test 200 lb 22.5/25/07

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? 160 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Blow off at 70 lb

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 screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? No If so, state reasons ✓

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16 barely Donkey Boilers

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? The Safety Valves blew off at 70 lb. The Superintendent states that the valves were subsequently adjusted to 160 lb. It is arranged that on Vessel's return to B. H. the adjusting of the donkey boiler Safety Valves should be tested -

now done Vessel dry docked. Propeller and outside fastenings examined found in good condition

Main Boilers examined. A number of plain stay tubes renewed or expanded as required. The Superintendent had a small patch fitted in crown of aft port furnace of Standard boiler, and 3 chain studs renewed in forward port furnace - which appear satisfactory - A few minor repairs effected to the boilers as required -

HP piston Valve Chamber bored out. New rings fitted. HP piston fitted with new rings and Cylinder bored.

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, H.S. 9,00, B.&H.S. 9,00, or L.M.C. 9,00, 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 in the Record of B.S. 8. 07 New donkey Boiler fitted. 8. 07. Working pressure 160 lb.

Survey Fee (per Section 28) £ 1. 10. 0 Fees applied for 28 AUG 1907

Special Damage or Repair Fee (if any) (per Section 28.) £ 1. 7. 0

Travelling Expenses (if chargeable) £ Received by me 30.8.07

Committee's Minute WES. 3 SEP 1907 FRI. 25 OCT 1907 TU. 4 FEB 1908

Assigned B.S. 8.07 NAB 07

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

Leonard J. Shalleron