

*S. S. Baker Standard*

off and renewed. One adjoining shell plate (65) and one frame in way faired in place. Broken and disturbed cement in way of repairs cut out and renewed.

A large number of leaky shell rivets on the port and starboard sides forward cut out and renewed and several other rivets all fore and aft tooled up.

Leaky shell landings & butts in places chipped & caulked.

All peak tanks, cofferdams, cargo tanks, summer tanks & D.B. tanks tested with water pressure, & examined internally.

Leaky seams, butts and rivets in bulkheads caulked and made tight.

One fractured bulkhead plate of the bulkhead dividing Nos 3 & 4 cargo tanks repaired with a doubling plate and spigot. One vertical butt angle stiffener in way cut off and replaced.

Two bracket plates in cargo tanks connecting the side keelsons to the bulkheads renewed. One removed faired and replaced and eleven faired in place.

A large number of started rivets in keelson angles and and bracket plates in cargo tanks cut out and renewed.

The pipe line throughout the tanks overhauled, joints remade, and one broken sleeve renewed.

Tank valve rods overhauled and repaired.

One broken Cast Iron bollard, and one fairlead on the Forecastle deck renewed. One ventilator repaired.

Three - 7 inch; One - 6 inch manila; One - 6 inch coil, Two - 3 inch.

One - 3 1/2 inch; One - 2 1/2 inch and one - 2 inch were ropes damaged and broken now replaced with new.

The bottom cleaned and repainted.

*W. T. Hollings*



## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report Feb 23<sup>rd</sup> 09 When handed in at Local Office Feb 23<sup>rd</sup> 09 Port of CardiffNo. in Survey held at Cardiff Date, First Survey Jan 26 Last Survey Feb 17 1909  
Reg. Book. 36 on the Wood, Iron or Steel S.S. "Baku Standard" Master E. Austin

TONNAGE:— Built at Newcastle By whom Sir W. G. Armstrong & Co. When 1893-2  
GROSS 3708 Owners (J. Clark, Mgr), European Petroleum Co. Ltd. Port belonging to London  
UNDER DK. 3335 Owners Address as recorded  
NET 2375 (if not already recorded in Appendix to Register Book).  
Surveyed Afloat or in Dry Dock? Yes Name of Dock Channel Dry Dock Destined Voyage  
WB=CellDBorDBa feet; uE&B feet; f feet; f feet; f  
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.  
If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 55816 Port New.

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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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

CHARACTER	Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (including date of N.E., if any).
100 A1		FLMC
sharp		MS. 1.08
Carrying petroleum in bulk		BS. 11.08
SS. 111 183-5, 56		MS. 07

Society's Freeboard (if assigned) as painted on Ship and now verified

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? Undersigned Salvage Assn.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Having encountered heavy weather at various dates from Dec 28<sup>th</sup> 08 to Jan 13<sup>th</sup> 09. while on the voyage from River Tyne, Batoum & Cardiff, also having slipped off the Bank while aground at each low water from the 2<sup>nd</sup> to the 24<sup>th</sup> January 1909. while discharging cargo of oil at the Berth in the Ely Harbour, Penarth.  
Now done - Heavy weather damage -

The steam steering engine and gear overhauled and repaired, chains annealed, steam exhaust pipes and oil boats repaired. Other minor deck repairs effected.

Grounding damage:-

On the port bottom - one shell plate, B4, from stem, cracked P.T.O.

SUMMARY OF DAMAGE REPAIRS:—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	...	1							bollards, ropes, rivets & bracket plates
Removed and Faired or Repaired	...								bracket plates
Faired or Repaired in place	...	1							steering engine & gear

  

PRESENT CONDITION OF THE		Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?
Decks	Good				Yes	Good								
Caulking of Decks	"													
Waterways	"													
Coamings	"													
Beams & Fastenings	"													
Outside Plating	"													
Caulking of ditto	"													
Rivets	"													
Breasthooks & Crutches	"													
Transoms	"													
Frames	"													
Reverse Frames	"													
Floors	"													
Keelsons	"													

  

Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels (State if on Felt.)	When put on, Month	Year
Engine Room Skylights	Good	Boats	Good	
Coal Bunkers, Open'gs, Lids, &c.	"	Masts, Yards, &c.	"	
Scuppers	"	Condition, how ascertained	"	
Cargo Hatchways	"	(State if wedges removed)	"	
Hatches	"	Sails	"	
Planking of Wood Vessels	"	Equipment letter	"	
Caulking ditto	"	Anchors, No. of	3 B. 15. 1 K	
Treenails ditto	"	Cables (State if now ranged)	no	
Breasthooks & Stemson ditto	"	" length stated size Good		
Transoms, Pointers, & Crutches ditto	"	" Rule length Complete		
Timbers of Frame at openings ditto	"	" (per Table 22)	sufficient	
Ditto ditto at other places ditto	"	Hawser & Warps	Good.	
Stringers, Clamps & Shells ditto	"	Standing & Running Rigging	Good.	
Salting ditto	"			

## General Observations, Opinion as to Class, Recommendation, &amp;c.:-

State 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 this 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, 1.07," or "to remain as classed and to have record of survey, 1.07, and the notations of ss No. 1-07 and PTSD07, &c."

This vessel, as far as seen, is in good & efficient condition, and eligible in my opinion to remain as classed and to have fresh record of survey 2.09.

Survey Fee (per Section 28) £ 21 0 0  
Special Damage or Repair Fee (if any) (per Sec. 28) £ 2 2 0  
Travelling Expenses (if chargeable) £ 18 18 0  
Second Surveyor's Fee (if any) £  
Committee's Minute  
Character Assigned 100 A1  
FRI. 26 FEB 1909  
TUE. 14 MAR 1911  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Carrying petroleum in bulk + L.M.B. No. 2.09