

Damage due to heavy weather.
Machinery examined.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

It is submitted that
This vessel is eligible for
THE RECORD + LMC
M.S. 2.09.

J.W.C.
14/2/09

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

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

(Received at London Office.)

WED. 24 FEB 1909

CARDIFF

Date of writing Report	Feb 12	10.09	When handed in at Local Office	Feb 12.	10.09.	Port of
No. in y. Book.	Survey held at		Cardiff	Date, First Survey	Jan 26	Last Survey
36	on the Machinery of the		Wood, Iron or Steel	S.S. Baku Standard	Feb 12	1909. (No. of Visits 10)
Gross	3408	Vessel built at	Newcastle	By whom	Sir H. G. Armstrong Mitchell & Co.	YEAR. MONTH.
Net	2375	Engines made at	"	When	1893	2
Registered orse Power	293	Boilers, when made (Main)	1893.	By whom	Hallend Slipway Co. Ltd	When 1893
o. of Main Boilers	2	Owners (J. Clark Mgr.)	Port London	(Donkey)	1904	Voyage 1
o. of Donkey Boilers	1	If Surveyed Afloat or in Dry Dock	Chamelon dry dock	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).		
steam Pressure in Main Boilers	160 lb.	(State name of Dock.)		CHARACTER.	Years Ago	Machinery and Boiler Surveys (including date of N.H. if any).
in Donkey Boilers	100 lb.			For Special Survey.	or period.	

Last Survey No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and variation 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.

1 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? *Yes not needed* also whether any damage report was made, and, if so, by whom? *Salvage Surveyor*

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

Do. " Donkey " ✓

This was not done, state for what reasons? *not due for survey*

Did what parts of the Boilers could not be thus thoroughly examined? ✓

Did 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 the screw shaft been drawn and examined at this time? No If spare screw shaft fitted, state whether new? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *6"*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? ✓

Examination through heavy weather

The vessel having encountered very heavy weather in December last she has been placed in the above dry dock, and the propeller, sternbush, scavavles, cocks, and fastenings, cylinders, pistons, slidevalves, pumps, condenser, crankshaft, and thrust shaft examined (no tunnel shafting). The airpump rod, bucket, and foot valve, badly damaged, these have been renewed, also the circulating pump rod and bucket, Pump levers, links and crosshead taken to the shop and readjusted, new brasses fitted for pump lever carriage also one new keep for same. Feed and bilge pump rooms skinned up and relashed one feed pump ram fitted with new gear.

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. 9,00, H.D.M.S. 9,00, or & L.M.C. 9,00, 140 lb., S.D., &c.)

The Engines and Boilers of this vessel, so far as seen, are now in good working condition, and eligible in my opinion to remain as classed, and to be noted M.S. 2-09 in the Register Book.

* Confidential to be sent to

Office or Registration Fee (per Sec. 27)..... £	Fees applied for
Survey Fee (per Section 28)..... £ 3 : 0	23 Feb 1909
Special Damage or Repair Fee (if any) (per Section 28). <i>£ 5.5.0 less £ 1.1.0</i> £ 4.4.0	Received by me,
Travelling Expenses (if chargeable) <i>£ 4.4.0 less £ 1.1.0</i> £ 3.3.0	Geo. Leslie Hindmarsh
*State if Certificate is required	Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRI. 26 FEB 1909

TUE. 14 MAR 1911

Assigned

+ L.M.C. M.S. 2.09.