

2nd S. S. No. 1 due 5.10 now  
held.

It is submitted that  
this vessel is eligible for  
THE RECORD & LMC 1.11.

for  
30/1/11

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 so cause it to show through to the other side.

LR-FAF-5A20-60

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



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

(Received at London Office)

MON. 30 JAN 1911

Date of writing Report 27<sup>th</sup> January 1911 When handed in at Local Office 27<sup>th</sup> January 1911 Port of Newcastle-on-Tyne  
No. in Reg. Book. Survey held at North Shields Date, First Survey 21<sup>st</sup> Jan Last Survey 26<sup>th</sup> January 1911  
41 on the Machinery of the Wood Iron or Steel S.S. "Baku Standard" Master (No. of Vessel 15)  
Tonnage Gross 3708 Vessel built at Newcastle By whom Sir Armstrong, Mitchell & Co. When 1893-2  
Net 2375 Engines made at Newcastle By whom Wallis & Shipway & Co. Ltd. When 1893  
Registered Horse Power 243 Boilers, when made (Main) 1893 (Donkey) 1907  
No. of Main Boilers 2 Owners European Petroleum Co. Port London Voyage  
No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 160 lbs. If Surveyed Afloat or in Dry Dock Smiths Pontons  
in Donkey Boilers 100 lbs. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

(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.)

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

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned, and Date of next Survey.	Machinery and Boiler Surveys (including date of S.S., if any).
+100 A1, 2-09		+L.M.C.
Spas dk.		M.S. 2-09
SSSkl N3, 5-06		B.S. 11-08
Carrying Petroleum in bulk.		T.S. 11-08

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? ☒ Was a damage report made by anyone else? If so, by whom? ☒

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ☒Do. " Donkey " " " ☒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? ☒ To what pressure were they afterwards adjusted under steam? 160 lbsDid the Surveyor examine the Safety Valves of Donkey Boiler? ☒ To what pressure were they afterwards adjusted under steam? 95 lbsDid 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? ☒ 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? 1/16"

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

Examined cylinders, pistons, slides, pumps, condenser, auxiliary machinery, all shafting, also propeller, sea connections & their fastenings

Main & donkey boilers & their mountings examined & their safety valves adjusted to above pressures

Some small repairs to machinery & boilers have been carried out in a satisfactory manner.

## 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, R.S. 0.05, B.S. 0.05, or L.M.C. 0.05, 140 lb., F.D., &c.)

as far as seen is now in good order & safe working condition and eligible in my opinion to remain as classed with record of +L.M.C. 1-11

Survey Fee (per Section 28) £ 4. 10. 0

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

Travelling Expenses (if chargeable) £

Fees applied for

JAN 22 1911

Received by me,

1/2/11

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

Committee's Minute

TUE. 31 JAN 1911

TUE. 14 MAR 1911

Assigned

+ L.M.C. 1-11

MACHINERY CERTIFICATE  
WRITTEN 13.3.11

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Is a Certificate required? If so, to be sent to