

B. due 5.13 - Now held.

Many wrecks, damage.

Part engines found & some repairs effected.

It is submitted that

this vessel is eligible for
THE RECORD. B. 56.13.

(21)
14.7.13.

56.13.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

(Received at London Office)

SAT. JUL. 12. 1913

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

Date of writing Report 9/7/13 When handed in at Local Office 1/7/13 Port of Newport

Survey held at Newport Date, First Survey 9/6/13 Last Survey 31/6/1913

on the Machinery of the Wood, Iron or Steel S.S. "Baku Standard" Master (No. of plates 7)

Gross 3708 Net 2375 Vessel built at Newcastle By whom Armstrong Mitchell & Co. 1893.2

Engines made at Newcastle By whom Hall & Co. 1893

Boilers, when made (Main) 1893 (Donkey) 1917

Owners Associated Off. Carriers Ltd. Port Swansea Voyage

If Surveyed Afloat or in Dry Dock Bath Commercial DR.

Donkey Boilers 100

Report No. Port

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and notation in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where 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, but required* Was a damage report made by anyone else? If so, by whom? *Salmon & Co.*

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? *Yes*

Was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*

To what pressure were they afterwards adjusted under steam? *170 lbs*

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? *Yes*

and of the Donkey Boiler? *Yes*

Did the Surveyor examine all the mountings of the Main Boilers? *Yes*

and of the Donkey Boiler? *Yes*

Has the screw shaft now been drawn and examined? *Yes*

Is it fitted with continuous liner? *Yes*

or two liners? *-*

or is it without liners? *-*

Has the shaft now been changed? *-* If so, state reasons *-*

Has the shaft now been changed? *-*

Was it a continuous liner? *-*

or two liners? *-*

or is it without liners? *-*

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *Close*

Is the survey not complete state what arrangements have been made for its completion and what remains to be done? *-*

Damage stated to have been caused by stress of weather. Propeller, thrust & crank shafts examined all pumps, sea cocks, valves & condensers.

Now done: Bolts in Engine seating and thrust block overhauled examined - I.P. Crank pin bearings remounted, new open end after feed pump ram, Condenser tubes cleaned and 72 new screws fitted, Stern bush rewooded.

Boiler Survey: Main and donkey boilers examined internally all mountings. Safety valve adjusted as above.

Repairs: P.M. boiler. Stb. furnace chain riveted patch cut out & electrically welded. All furnaces P.M. & Stb. chain riveting patches cut out & welded. Stb. boiler. Stb. furnace chain riveting patch cut out & welded. Donkey Boiler plain tubes renewed.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is 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 alterations required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.10, B.M.S. 9.10, or L.M.S. 9.10, 100 lb., F.E., &c.)

As far as seen is eligible in my opinion to remain as classified and have record of B.S. 6-13 in the Register Book and also up shaft exam. 6-13.

Fee applied for July 1913

Damage or Repair Fee (if any) £ 2.2.0

Expenses (if chargeable) £

Committee's Minute

ed

FRI. JUL. 18. 1913

B. 6.13

P. L. Martin

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

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