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torn out and portion of poop rails bent and broken; lower bridge rail on Starboard side broken; several cleats on deck water service pipe broken; ash chute washed away; after electric wires damaged, and poop deck badly strained; heater pipes in engineers quarters broken, and wheel rod stanchions bent; valve rod on after deck bent, and galley skylight glasses broken.

The Master further requests that only temporary repairs be effected at this Port to enable the vessel to proceed on her voyage, I acceded to his request.

AND THEREFORE RECOMMEND

That the main discharge pipe be removed repaired and replaced; that two life-boats and fittings be supplied, and new chocks be fitted to same; that the deck main and steering engine pipes be repaired or renewed as found necessary; that the deck electric pipe clamps be renewed; that the fore-castle and fore peak ports be securely secured; that the buffer springs be renewed and the broken and bent rods be repaired; that the wheel rod leads on poop be refastened, and the started rivets in deck be cut out and bolts be fitted in place; that the cleats on engineers skylight, and the water service pipe be renewed; that the galley skylight glasses be secured.

1st. March

The above mentioned repairs have been carried out to my satisfaction, and in my opinion, the said vessel is in a fit condition to proceed on her voyage, and to be permanently repaired on her arrival in the United Kingdom.

John L G Brooke

Surveyor to Lloyd's Register

LLOYD'S REGISTER of BRITISH & FOREIGN SHIPPING

Head Office; 71 Fenchurch Street, London, E.C.

PORT of HALIFAX, NOVA SCOTIA

26th. February 1915

I, John L.G. Cooke,

the undersigned Surveyor to this Society did at the request of A. Torrance, Master, this day hold survey afloat on the S/S "BAKU STANDARD" of Swansea, G.B. of the burthen per register of 2375 tons, It having been reported to me that the said vessel was damaged while on a voyage from Port Arthur, Texas, bound to Queenstown via Norfolk, U.S.A. laden with Admiralty fuel oil and brought to this Port for survey and repairs.

UPON EXAMINATION

I found the main discharge pipe cracked at the flange; the Starboard life boat gone and the Port one smashed beyond repair, and the chocks completely gone; the deck main steam pipe badly fractured; three lengths of steering gear steam pipe broken; wheel box and grating completely washed away; electric deck pipe clamps and deck gas pipes broken; two port lights in forecastle broken and ports in fore peak leaking; after bridge stanchions broken and bent, and after end of flying bridge broken; bulkhead in Officers W.C. started from side; Port and Starboard buffer springs on steering gear broken, and rods bent and broken; wheel rod leads on Port side on poop deck started from fastenings, and several rivets in after deck badly started; the after life buoy washed away; cleats on engineer's skylight