

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

29642

WED. 24 JAN 1894

No. 29642 Date of Writing Report 23. 1. 1894. Port of *Newcastle*
 No. in Reg. Book. 23 Survey held at *Newcastle* Date, first Survey 14 Jan 1894 Last Survey 11 Jan 1894
 on the Machinery of the *S.S. Raku Standard* Master *Mitchell & Co* No. of Visits 3.
 Tonnage Gross 3708 Net 3375 Vessel built at *Newcastle* By whom *S. H. Armstrong* When 1893 Boilers, when made (Main) 1893 (Donkey) 1893
 Registered Horse Power 300 Engines made at *Do* Owners *Ships Co Ltd (A. S. G. & Co)* Port *London* Voyage *✓*
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock *At sea and afloat* Class of Vessel & Machinery *100 & 1*
 Steam Pressure in Main Boilers *160 lb* (State name of Dock.) *As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.* 2. 93
 in Donkey Boiler *100 lb* Last Survey No. Port *Newcastle*

Particulars of Examination and Repairs (if any) *Boilers fitted to burn liquid fuel*
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *no*
 Do. " Donkey " " " *no*
 If this was not done, state for what reasons? *not due*
 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? *✓*
 At 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 *✓*

The main boilers of this vessel have been fitted with an arrangement to burn liquid fuel, a sketch showing the system employed also the positions of the oil bunkers has been forwarded for the approval of the Committee. The whole of the fittings both for carrying the oil & supplying the same to the furnaces are in my opinion satisfactory.

The sketch in question is forwarded herewith.

General Observations, Opinion, and Recommendation: *The machinery of this vessel is in good & safe working condition & eligible in my opinion to remain as classed, subject to the above mentioned oil fuel being approved of by the Committee.*

Office or Registration Fee (per Sec. 27)	Survey Fee (per Section 28)	Special Damage Fee (per Section 28)	Travelling Expenses (if chargeable)	Fees applied for
£ 1	£ 1	£ 1	£ 1	18
				Received by me,
				18

*State if Certificate is required

Committee's Minute

Assigned

FRI 20 JAN 1894

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

As now