

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

No. *10* Date of Writing Report *June 29th 1891* Port of *London*
Survey held at *London* Date, first Survey *June 23rd* Last Survey *June 27th 1891*
on the Machinery of the *S.S. Baghdad* Master *Darius* No. of Visits *3*
Tonnage Gross *1704* Net *1104* Vessel built at *Newcastle* By whom *Wigham Richardson* When *1885* Boilers, when made (Main) *1885* (Donkey) *1891*
Registered Horse Power *200* Engines made at *"* When *1885* Owners *Persian Gulf S.S. Co* Port *London* Voyage *Persian Gulf*
No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *Bridge & S.R.* Class of Vessel & Machinery
Steam Pressure in Main Boilers *150* (State name of Dock.)
in Donkey Boiler *80*
Last Survey No. *57312* Port *Lon*

Particulars of Examination and Repairs (if any) *Annual*
(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?
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?
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?

*Tail shaft drawn & examined, lignum vitae
run in stern bush. Sea connections satisfactory*
*A new donkey boiler has been placed on board, but
the safety valves, not being fitted, could not
be set to the required working pressure of 80 lbs
per sq inch. Sup^d states that this will be done
on the vessel's return & that the Annual B.S. now
due will be held there*

General Observations, Opinion, and Recommendation:—
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 189, B.&M.S. 189, or L.M.C. 189, as the case may be.)

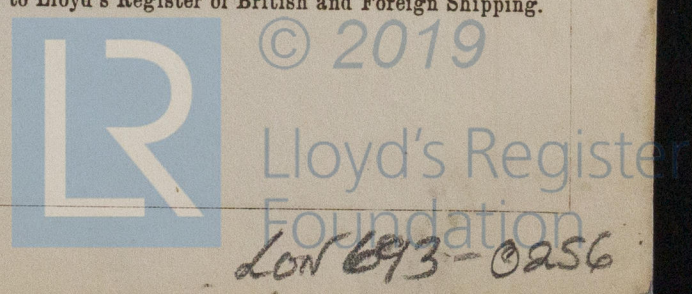
*As far as seen This vessel's machinery is in good condition
& she is eligible in my opinion to remain as classed
provided that the donkey safety valves are set to the working
pressure of 80 lbs & the Annual B.S. held
on the vessel's return*

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

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

Committee's Minute *FRI 3 JUL 1891*

Assigned *as now*
Note subject to



It is submitted that this vessel is
eligible to remain as closed, subject
to the donkey boiler safely valves,
being adjusted, when the vessel
returns, the boiler survey
should also then be

Completed

N.A.

2-7-91

