

52046

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

No. _____ Date of Writing Report *June 29th 1891* Port of *London* (Received at London Office TUES. 30 JUN 1891)

No. in Reg. Book *10* 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* YEAR. MONTH. *6*

Registered Horse Power *200* Engines made at *"* When *1885* Boilers, when made (Main) *1885* (Donkey) *1891*

No. of Main Boilers *2* Owners *Persian Gulf S.S. Co* Port *London* Voyage *Persian Gulf*

Steam Pressure in Main Boilers *150* If Surveyed Afloat or in Dry Dock *Bridge & S.M.* (State name of Dock.)

in Donkey Boiler *80* Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+100A.11.90 +LMC.7.89 D.D. Lon 201-89*

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?

Fail shaft drawn & examined, ligament retæ renewed 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. 1,89, B.&M.S. 1,89, or L.M.C. 1,89, 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 _____ 18 _____

Survey Fee (per Section 28) £ : ✓ _____ 18 _____

Special Damage Fee (per Section 28) £ : ✓ _____ 18 _____

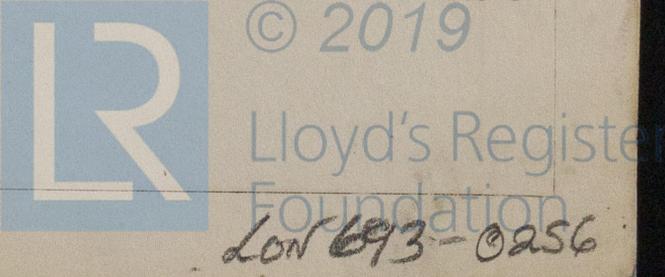
Travelling Expenses (if chargeable) £ : ✓ _____ 18 _____

*State if Certificate is required _____

Committee's Minute *FRI 3 JUL 1891*

Assigned *as now, subject to Note*

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



16-L. 3. P. H.—Form No. 9.—Transfer Fee—5,000, 23-2-91.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 Certificate to be sent to...
 If not written, and when, one will be sent.

Insert Character of Ship and Machinery precisely as in the Register Book.

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

2-7-01



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