

52831

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

TUES. 22 MAR 1892

(Received at London Office)

No. *1* Date of Writing Report *21. 3. 92* is *18* Port of *London*

No. in Reg. Book. *1* Survey held at *London* Date, first Survey *+* Last Survey *Mar. 21 1892*  
on the Machinery of the *S.S. Baghdad* Master *+* No. of Visits *1*

Tonnage { GROSS *1794* Net *1104* Vessel built at *Newcastle* By whom *W. Richardson & Co* When *1885-6*

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

No. of Main Boilers *1* Owners *Pen. Gulf S.S. Co.* Port *London* Voyage *+*  
Steam Pressure in Main Boilers *150lb.* *N* Surveyed *Afloat or in Dry Dock* *London* Class of Vessel & Machinery *+100 A 1*  
in Donkey Boiler *+* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.I.C. 7.89. B.S. 10.91 S.S. Lon: No 1-89.*

Last Survey No. *+* Port *+*

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

*Vessel placed in dry dock, sea combs: red. Found in good condn. the propeller. Its fastenings sound & the tail shaft down 1/2" in stern bush.*

General Observations, Opinion, and Recommendation:— *As far as seen this vessel*

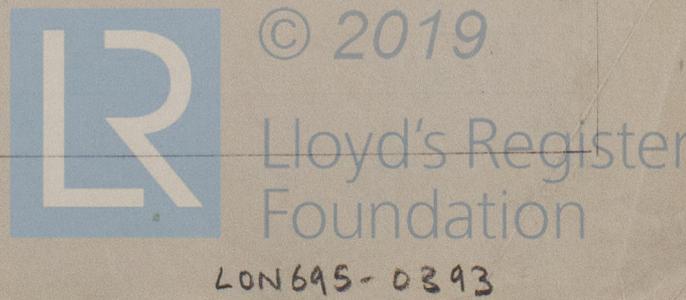
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,01, B.&M.S. 1,01 or X.L.M.C. 1,01, as the case may be.)  
*appr: eligible to remain as classed.*

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

\*State if Certificate is required

Committee's Minute *FRI 25 MAR 1892 TUES. 19 APR 1892*

Assigned *As noted*



State if a Report is also made of the Ship or if not whether, and when, it be sent.

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

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

*It is submitted that  
this vessel is eligible to  
remain in CLASS D.*

*C.W.*

*23. 3. 92*

THE SURVYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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