

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

No. - 8036 Date of Writing Report 27th May 1890 Port of West Hartlepool
 No. in Reg. Book. Survey held at H. Hartlepool Date, first Survey 23rd May Last Survey 24th May 1889
 22 on the Machinery of the Steamer "Bakuin" Master Weger No. of Visits 2
 Tonnage Gross 1469 Net 1093 Vessel built at H. Hartlepool By whom H. Gray & Co. When 1886
 Registered Horse Power 200 Engines made at H. Hartlepool When 1886 Boilers, when made (Main) 1886 (Donkey) 1886
 No. of Main Boilers 2 Owners A. Hunt Port London Voyage Batoum
 Steam Pressure in Main Boilers 150lb If Surveyed Afloat or in Dry Dock Afloat & in Gray's dry dock
 in Donkey Boiler 75lb (State name of Dock.) Class of Vessel & Machinery 100A1 3.89
 (As in Register Book, including date of last Boiler Survey.) L. K. C. 8.86.

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage to Propeller & Last Special Survey

(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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? No

If this was not done, state for what reasons? Not opened for survey

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?

Vessel placed in the graving dock. Examined the screw shaft which was drawn and found it in good condition. Eight inches of metal broken off the ends of two propeller blades and the corners broken off the ends of the remaining blades. A new propeller has been fitted.

Examined the stern bush and sea connections and found them in satisfactory condition. Slide and throttle valve gear, also starting engine, overhauled.

A new electric lighting apparatus is being fitted on board by Messrs Hayward & Tyler, London. The installations consist of 58 lights. The space allotted, is about 7'0" x 14'0" on the starboard side of the engine room, for the machinery which consists of a dynamo driven by means of a belt connected to a Pangeye engine. It is intended to have three circuits on the double wire system, the wires are to have a covering of india rubber and lead and to be protected by wood casing. It is also intended to have a switch to every light and a safety fuse to every two or three lights. But the work was very incomplete when the vessel left here and it is the intention of the Owners to take an Electrician to sea to complete the fittings on the voyage.

General Observations, Opinion, and Recommendation:— So far as seen the engines

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation 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.)

and boilers of this vessel are now in safe working condition and eligible, in my opinion, to retain their class.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	30 5 1890
Special Damage Fee (per Section 28).....	£	1	1 0	44
*Certificate (if required) as per margin.....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	26 1890

H. Stoddart
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 6 JUNE 1890
 Assigned Remain as classes

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 as
classified—

W.D.

2-6-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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