

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Jan 26* 1892 When handed in at Local Office *18* Port of *Constantinople*
 No. in Reg. Book *23* Survey held at *Constantinople* Date, First Survey *Jan 23* 1892 Last Survey *1892*
 on the *S.S. Bakuin* Master *Byer*
 TONNAGE:— Built at *Hartford* By whom *W Gray & Co* When *1886. 6.*
 GROSS *1669* Owners *A. Hart* Port belonging to *London*
 UNDER DEK. *1313.* Owners' Address *—*
 NET *1093* (If not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? *afloat* Name of Dock *—* Destined Voyage *At Sea*

WB=Deba *24 1/2* tons; *5 1/2* tons; uE&B *55 1/2* tons; Cell DB *—* tons;
 FPT *39* tons; APT *7 1/2* tons; MT *206 1/2* tons.

Last Survey, No. *37448* Port *Hartford* SS. NPL *Mar 90* *102A7*
 (Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACTER: *1-51* Machinery and Boiler Surveys (including date of N.B., if any) *1-51*
 Date of last Survey and of Periodical Surveys *1-51*
 Carrying petroleum in bulk *Yes*
 Society's Freeboard (if assigned) as painted on Ship and now verified *2 ft. 6 in.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *damage and certificate of seaworthiness after stranding.*
The S.S. Bakuin in ballast from Hamburg to load petroleum in bulk at Batoum, in passing up the Dardanelles on the morning of the 23rd inst. took the ground at the end of the spit off C. Kephay at about 7.45 AM. Every effort was at once made to refloat the ship with her own resources, but that being found to be impossible, the services of the Salvage S.S. *Tegani* were engaged, and the following morning she commenced towing at 5 AM. and finally succeeded in hauling the *Bakuin* off the spit, at about 8 AM. the same day. The tanks were sounded, and being found quite dry, she proceeded to this Port.
Mr. Felici Taruggia, Public Officer,
in my presence made a thorough examination of the vessel below water,

SUMMARY OF DAMAGE REPAIRS:—										Plates, Fair'd or Repaired:	Frames, ditto:	Plates, Renewed:	Frames, ditto:	Other Repairs:	
PRESENT CONDITION OF THE															
Decks		0.7		Transoms, Pointers, & Crutches		0.7		Copper, or Y.M.		—		Hatches		0.7	
Waterways		0.7		Timbers of Frame at the openings		0.7		(State if on Felt.)		—		Boats		0.7 as noted	
Comings		0.7		Ditto ditto at other places		—		When put on, Month		—		Year		—	
Up'r Dk. Beams & Fastenings		0.7		Keelsons		—		Rudder		0.7		Masts, Yards, &c.		0.7	
Low'r Dk. Beams & Fastenings		0.7		Clamps, Shells & Stringers		0.7		Windlass & Capstan		0.7		Condition, how ascertained		By traps	
Plating		0.7		Salting		—		Pumps		0.7		Sails		0.7	
Flanking		—		Ceiling		—		Engine Room Skylights		0.7		Anchors No. of		2	
Treenails or Rivets		0.7		Cement or Asphalt		—		Coal Bunker, Open'gs, Lids, &c.		0.7		Cables, length		Full compl.	
Breasthooks & Stems		0.7		(State which.)		—		Scuppers		0.7		(State if now ranged)		no	
				Tanks		0.7		Cargo & Main Hatchways		0.7		Hawsers & Warps		0.7	
				(State if now tested.)		—						Standing & Running Rigging		0.7	
				CaULKING of Bot'm, Dk., & Wat'r'ys		—									

General Observations, Opinion as to Class, Recommendation, &c.:—
 State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptxd91, &c."
I am of opinion that the vessel has sustained no damage. I recommend however, that she be placed in dock at the first opportunity after reaching her Home Port, for a personal examination of her bottom by one of the Society's Surveyors. I find her seaworthy and fit to carry cargo and have certified accordingly.
Henry T. Woods
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 Office Fee (if chargeable) per Scale II, Sec. 37 *2* — *10* : *Jan 26 1892*
 Survey Fee (per Section 28) *2* *3* : *3* : *Jan 26 1892*
 Special Damage or Repair Fee (if any) (per Sec. 28.) *2* — : — :
 Travelling Expenses (if chargeable) *2* — : *10* : *Jan 26 1892*
 Second Surveyor's Fee (if any) *2* — : — :
 *Is Certificate now required?
 Committee's Minute *TUES. 2 FEB 1892*
 Character assigned *Deferred for further Survey*
White Own. 0-22-92 Rpt to Ham 26/2/92

from the "stem" aft to the "Rudder", on both sides of the "keel" up to the "waterline". According to his Report, and statements to me in examination thereon, the "Bakuin" has been upon the ground from the end of the "Bridge" forward aft to the "Stern-Post". The Diver found the paint removed in patches and scratched from the "keel" strake as also from the three strakes next above, on each side of the ship. He declared to me that he had carefully examined the "butts" and "seams" of the plating, as well as the surface, finding the "rivets" all firm in place, the caulking sound, and the surface of the plating without any signs of fracture or indentations. He further declared to me that the "Rudder", the "Screw", and the "sea-connections" are all in good order and condition.

I have personally examined the vessel inboard finding no defects, and the "Fore-Post" and "well" dry. I also examined the equipment generally.

Taking into consideration the Diver's Report, as also the result of my own examination, and judging likewise from my own personal knowledge of the locality where she stranded, I am of opinion as stated on the other side.

Henry L. Woods