

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

(Received at London Office)

MAR 27 1893

Date of writing Report *March 23rd 1893* When handed in at Local Office *March 23rd 1893* Port of *Hamburg*
 No. in Reg. Book *23* Survey held at *Hamburg* Date, First Survey *March 20th 1892* Last Survey *March 21st 1892*
 on the Machinery of the *Wood, Iron or Steel* *3 Mtd R "Bakuin"* Master *Wood*
 Tonnage Gross *1664* Net *1043* Vessel built at *W. Harlepool* By whom *W. Gray & Co.* When *1886* YEAR MONTH
 Registered Horse Power *200* Engines made at *W. Harlepool* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*
 No. of Main Boilers *2* Owners *Chatham Transport & Storage Co. (Lim) Port London* Voyage *Return*
 Steam Pressure in Main Boilers *150 lbs* If Surveyed Afloat or in Dry Dock *in dry dock*
 in Donkey Boiler *20 lbs* (State name of Dock.) *Chatham Transport & Storage Co. dock*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned Survey expiring	Machinery and Boiler Surveys (including date of N.B., if any).
<i>M-1-90</i>		<i>SLMC 11/90</i>
<i>100A1 7/92</i>		<i>B 5 7/92</i>

Last Survey No. *1-90* Port *Hpl.*Particulars of Examination and Repairs (if any) *See of damage report*

(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 briefly summarised at the end of the report. 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?

If the Survey is not complete state what arrangements have been made for its completion?

The Vessel having broken her propeller in the ice, was fitted with a new propeller. Copy of damage Report will be found attached. I examined the propeller shaft and after a new coppering had been fitted and secured between the two liners, I found it in satisfactory condition. The sea-connections and their fastenings are examined in dry dock and found in good condition.

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, R.S. 9, 92, R.&M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)

I beg to recommend that the Class of this Vessel be continued in the Register Book, without new entry with regard to machinery.

Office or Registration Fee (per Sec. 27) £

Survey Fee (per Section 28) £

Special Damage Fee (per Section 28) £ *2.2.0*

Travelling Expenses (if chargeable) £

*State if Certificate is required

Committee's Minute *TUES. 28 MAR 1893*Assigned *as now*

Fees applied for

*23/3 1893**2.2.0*

Received by me,

23/3 1893

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

Mr. Bennett
Ch. Rieck

It is submitted that
this vessel is eligible
remain AS CLASSED.

On account of damage done
in counter-sailing, a new
propeller has been fitted
& the hull shaft examined.

27/3/93 -

N.B.—If this Report is copied by Copying Press, special 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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