

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

(Received at London Office TUES. 10 APR 1894)

Date of writing Report 18 When handed in at Local Office 1894 Port of *Newcastle*  
 No. in Reg. Book. Survey held at *North Shields & Newcastle* Date, First Survey 27 Mar. Last Survey *March 30* 1894  
 25 on the Machinery of the *Wood, Iron or Steel* 8.5 "Baku Standard" Master (No. of Visits 2)  
 Tonnage Gross 3708 Vessel built at *Newcastle* By whom *Armstrong Mitchell* When 1893-2  
 Net 2305 Engines made at *Newcastle* When 1893 Boilers, when made (Main) 1893 (Donkey) 1893  
 Registered Horse Power 2 Owners *Petroleum Company Limited* Port *London* Voyage  
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock (*Smith's Pontoon*)  
 Steam Pressure in Main Boilers 160 lb (State name of Dock.)  
 in Donkey Boiler 100 lb

Last Survey No. Port  
 Particulars of Examination and Repairs (if any) *Docking*

(Periodical Surveys, when held, must be reported in detail and serially 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? *No*

Do. " Donkey " " " Vessel not due for survey

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? *Completed*

*Propeller, stern bush & sea fastenings examined & found in safe-working condition.*

*This vessel proceeded to the Walsby Slipway, Tynes, where the original oil burners were taken out and improved burners fitted satisfactorily.*

General Observations, Opinion, and Recommendation:— *The Machinery of this*

(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. 0, 02, E.M.S. 0, 02 or L.M.C. 0, 02, as the case may be.)

*vessel as far as seen is now in safe-working condition & in our opinion eligible to remain as classed in the Register Book without fresh record of survey.*

Office of Registration Fee (per Sec. 27) £ 10  
 Survey Fee (per Section 28) £ 10  
 Special Damage Fee (per Section 28) £  
 Travelling Expenses (if chargeable) £

Fees applied for  
 10  
 Received by me,  
 10

*Robert Haig & P. F. Morton*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute *FRI 13 APR 1894*

Assigned *[Signature]*



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