

31st August 1903

No. 1191

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

(Received at London Office)

10 THUR. SEP 1903

Port 28.8.1903 When handed in at Local Office 28.8.1903 Port of PHILADELPHIA.
Vessel held at Philadelphia Date, First Survey 28.7.03 Last Survey Aug 20th 1903
Machinery of the Wood, Iron or Steel ss Baku Standard Master H. Luchen
Vessel built at Newcastle By whom Armstrong Mitchell & Co When 893-2
Engines made at do By whom Wallsend Slipway & Co When 893-2
Boilers, when made (Main) 1893 (Donkey) 1893
Owners European Petroleum Co Port London Voyage Copenhagen
Surveyed Afloat or in Dry Dock Cramps Dock
(State name of Dock.)

No. Port
of Examination and Repairs (if any) Damage
When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and in the body of the report, should be briefly summarised at the end of the report. State also the nature of any letters respecting this case.

where the Surveyor has made a special damage report he is required to state whether he offered his services for this purpose, and why they were refused, also whether any damage report was made, and, if so, by whom? by undersigned

personally go inside each Main Boiler separately and make a thorough examination at this time? no

Donkey " no

state for what reasons? not opened out, to be done at a home port.

the Boilers could not be thus thoroughly examined?

means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler?

examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

shaft been drawn and examined at this time? yes

If spare propeller shaft fitted, state whether new?

between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

complete state what arrangements have been made for its completion and what remains to be done? Complete

age by collision with ice

placed in graving dock, one blade of propeller broken

Propeller shaft drawn in & examined, spare propeller fitted. Cast-iron seating for fore peak filling valve taken, new seating fitted & found satisfactory.

Observations, Opinion, and Recommendation:—

what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also what alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 500, B.&N.S. 500 or L.M.C. 500, &c.)

The machinery of this vessel is now in safe working condition & eligible in my opinion to remain in class.

Fee (per Sec. 27) £
Repair Fee (if any) \$30-00
If chargeable \$01-00
Fee applied for 20.8.1903
Received by me, 20.8.1903

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

is required
s Minute
FRI. 11 SEP 1903
FRI. 18 SEP 1903
TUES. 27 OCT 1903

2
N.B.—If

¶ 9.—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 to cause it to show through to the other side.

It is submitted that this vessel is eligible to remain as CLASSED.

Ind. 10.9.03.

10.9.03.
 10.9.03.
 10.9.03.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.