

D. pressure reduced. New propeller fitted

*It is submitted that
this vessel is eligible for
THE RECORD H.L.M.C.S. 5. 56.*

*D. pressure 70 lb
Repr. re. restriction in propeller
ind.
5. 5. 56.*

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 to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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Sp Baku Standard

through tubes. in way of buckled parts of tube plates renewed - a number of rivets in Saddles of furnaces renewed where necessary four low doors repaired - Smoke boxes repaired. and various minor repairs effected. all mountings overhauled and made good as required -

Donkey Boiler. examined, shows some signs of general wear and tear. The shell plating in the vicinity of Combustion Chamber found rusted internally and externally - test holes drilled thickness found efficient - all girders and stays in Combustion Chamber renewed, various mountings opened up - examined and overhauled. In my opinion the boiler is efficient for a pressure of 70 lbs^{sq}

Leonard S. Hallcross

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

No. 51007.

(Received at London Office)

TUES. 5 JUN 1906

State of writing Report *29 May 1906* When handed in at Local Office *29 May 1906* Port of *Newcastle on Tyne*
 Date, First Survey *30 April 1906* Last Survey *28 May 1906*
 Survey held at *North Shields & Tyne Dock* (No. of Visits *9*)
 on the Machinery of the *W. & A. Steel* of *Baku Standard* Master
 Gross *2908* Vessel built at *Newcastle* By whom *Armstrong Mitchell & Co* When *1893 - 2*
 Net *2375* Engines made at *Newcastle* By whom *Lea & Co. Ltd* When *1893*
 Registered *293* Boilers, when made (Main) *1893* (Donkey) *1893*
 of Main Boilers *280* Owners *European Petroleum Co Ltd* Port *London* Voyage
 of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Smith's 5-00*
 Main Boilers *160 lb* (State name of Dock.)
 Donkey Boilers *70"*

st Survey No. Port
 Particulars of Examination and Repairs (if any) *F.R.M.C.*

Medical Surveys, 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 count of damage (the cause of which must be stated) should be separated from repairs due to other causes; and sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined?

also whether any damage report was made, and, if so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*

Do. " Donkey " " " *Yes*

is was not done, state for what reasons?

what parts of the Boilers could not be thus thoroughly examined?

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?

the Surveyor examine the Safety Valves of the Main Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *160 lb*

the Surveyor examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *70 lb*

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Yes* , and of the Donkey Boiler? *Yes*

the Surveyor examine the drain plugs of the Main Boilers? *Yes* , and of the Donkey Boiler? *Yes*

the Surveyor examine all the mountings of the Main Boilers? *Yes* , and of the Donkey Boiler? *Yes*

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *a close fit.*

the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *✓*

screw shaft now been drawn and examined? *No* Is it fitted with continuous liner? *✓* or two liners? *✓* or is it without liners?

shaft now been changed? *No* If so, state reasons

shaft now fitted new? Has it a continuous liner? *✓* or two liners? *✓* or is it without liners?

new propeller fitted - Sea connections opened out examined - overhauled - The discharge valves examined & overhauled, Cyinders, pistons, Slide Valves, Condenser pumps, Crank & Thrust Shaft. Steam Steering Engine opened out examined & overhauled & put into good order as found necessary. HP & MP slide spindles partly renewed - Condenser tested under a head of water found tight - a few defective tubes renewed, air & circulating pumps. Studs to Condenser renewed, pumps overhauled & repaired as required - Various connections repaired made good - main steam pipes. tested under a head of water

main Boilers examined. General condition good, about 16 for Stay Stoppers

General Observations, Opinion, and Recommendation:—

(State clearly 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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,00, B.A.M.S. 9,00, or L.M.C. 9,00, 140 lb., E.D., &c.)

In my opinion the machinery is now so far as seen in good condition and eligible to remain as classed with the record of F.R.M.C. 5-06

subject to the working pressure of the donkey boiler not exceeding seventy pounds per square inch—

or Registration Fee (per Sec. 97) £ 5.10

by Fee (per Section 28) £ 14.10

al Damage or Repair Fee (if any) (per Section 28) £

olling Expenses (if chargeable) £

ie if Certificate is required

Committee's Minute

igned

WED 6 JUN 1906

Leonard & Hallcross.

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

13/6/06

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