

4. "Baku Standard"

The aft tube plate extended to Combustion Chamber bottom plating & a Corrugated furnace of the withdrawable type fitted. A number of minor repairs effected. The Starboard boiler tested under hydraulic pressure after completion of repairs & found satisfactory.

Leonard Challcross.



Damage & BS due 8.08 now held.  
Screw shaft examined. minor repairs  
effected.

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 to cause it to show through to the other side.

It is submitted that  
this vessel is eligible for  
THE RECORD. BS 11.08

ASD  
8/12/08

S.N.08.

LR-FAT-SAD-32 112

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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

Date of writing Report 3 Dec 08 When handed in at Local Office 3 Dec 08 Port of Newcastle on Tyne  
 No. in Reg. Book. 36 Survey held at North Shields & Tyne Dock Date, First Survey 4.11.08 Last Survey 1 Dec 30 1908  
 on the Machinery of the Wood, Iron or Steel Boiler Standard Master  
 Gross 3708 Vessel built at Newcastle By whom Sir W. Armstrong Mitchell & Co When 1893 - 2  
 Net 2375 Engines made at Newcastle By whom Walker & Sons When 1893  
 Registered Horse Power 293 Boilers, when made (Main) 1893 (Donkey) 1907 NDB  
 No. of Main Boilers 2 DB Owners European Petroleum Co Ltd Port London Voyage  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Smith's 5007  
 Steam Pressure in Main Boilers 160 lb (State name of Dock.)  
 in Donkey Boilers 100 lb

Last Survey No. Port

Particulars of Examination and Repairs (if any) B.S. & McHugh

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.

In 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? not required also whether any damage report was made, and, if so, by whom? M. Coll representing underwriters.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yesDo. " Donkey " " " noIf this was not done, state for what reasons? Donkey boiler new. 07. Not due for survey

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? yesTo what pressure were they afterwards adjusted under steam? 160 lbDid the Surveyor examine the Safety Valves of Donkey Boiler? noTo what pressure were they afterwards adjusted under steam? not adjustedDid the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boiler? ✓Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? ✓Has screw shaft now been drawn and examined? yesIs it fitted with continuous liner? yesor two liners? ✓

or is it without liners?

Has shaft now been changed? no If so, state reasonsIs the shaft now fitted new? ✓

Has it a continuous liner?

or two liners?

or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? a good ft. 18" down. wood good.

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

It is stated the vessel received damage by heavy weather at various dates between the 24.1.08 & 29.4.08 - ice on 12/13.2.08 & by foundering near Philadelphia on 13.2.08 - now done  
 The cylinders, pistons, slide valves opened out, overhauled. M.P. slide valve & face planed up, and slide face refitted, pump levers overhauled and repaired & lined up and adjusted, valve gear adjusted, pumps overhauled. Condenser tubes drawn, cleaned replaced. New ferrules & tubes fitted where necessary, Propeller & tail shaft examined. Thrust shaft tested in lathe. Thrust collars turned up, white metal renewed in Thrust carriage journal & thrust shoes. Crank shafts lifted. L.P. and M.P. cranks tested in lathe. M.P. web started new journal and pin fitted, lower halves of main bearings remetalled. Shafting bedded down & adjusted. Various minor repairs effected to the machinery. Main Boilers examined, overhauled & put into good order. Starboard boiler renewed Port furnace, Crown deflected & patch on Raddle started, furnace cut out.

General Observations, Opinion, and Recommendation:—

P.T. 0

(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, 07, B.S.M.S. 9, 07, or P.T.N.C. 9, 07, 140 lb., &c.)

In our opinion the machinery is now so far as seen in good condition and eligible to remain as classed with record of Tail Shaft examined & B.S. 11.08.

Survey Fee (per Section 25) £ 1. 10. 0  
 Less 3/- dis £ 1. 7. 0  
 Special Damage or Repair Fee (if any) £ 3. 3. 0  
 (per Section 25.) Less 6/- dis £ 2. 17. 0  
 Travelling Expenses (if chargeable) £

Fees applied for 4 DEC 1908  
 Received by me 9-12-08

Leonard G. Hallcross. W. Lane.  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. 11 DEC 1908Signed B.S. 11.08