

New screw shaft. ok fitted.

T.B.L. due 1. 18 now held.

H is submitted Mat
this vessel is eligible for
THE RECORD BS 5.12.

NS 5.12.

J.W.D.
7/5/12

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.

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

LA-FAP-500-71

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

(Received at London Office)

TUE MAY 7-1912

of writing Report 6th May 1912 When handed in at Local Office 6th May 1912 Port of Antwerp
 in Survey held at Antwerp Date, First Survey 16th April Last Survey 1st May 1912
 on the Machinery of the Wood, Iron or Steel S.S. "Baku Standard" Master A. Janssens
 Gross 3708 Vessel built at Newcastle By whom Wm. G. Armstrong, Mitchell & Co. Ltd. When 1895 2
 Net 2375 Engines made at Newcastle By whom Walsend Shipway Co. Ltd. When 1895
 Main Boilers 2 Boilers, when made (Main) 1893 (Donkey) 1907
 Donkey Boilers 1 Owners Associated Oil Shippers Co. Ltd. London Voyage New York
 Main Boilers 160 If Surveyed Afloat or in Dry Dock Both, "Baku" & "Baku Standard"
 Donkey Boilers 100 (State name of Dock.)

t Report No. Port.

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

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 the nature of the damage should be briefly summarized at the end of the report. State also the date 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? Was a damage report made by anyone else? If so, by whom?

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

Donkey " " " " " " " " " " " "

was not done, state for what reasons? Donkey boiler Survey not due.

What parts of the Boilers could not be thus thoroughly examined? Field 1. 11 New Rpt 59/66

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?

Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 160 lbs.

Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted under steam? yes

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

, and of the Donkey Boiler? yes

Surveyor examine the drain plugs of the Main Boilers? yes

, and of the Donkey Boiler? yes

Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boiler? yes

Screw shaft now been drawn and examined? yes

Is it fitted with continuous liner? yes

or two liners? yes

or is it without liners? yes

Shaft now been changed? yes

If so, state reasons corroded at after part of liner.

Shaft now fitted new? yes

Has it a continuous liner? yes

or two liners? yes

or is it without liners? yes

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? rewooded.

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

Whilst in dry dock, - the propeller, stern bush & sea cock fastenings examined and found in good condition. The screw shaft drawn, examined, and replaced by the old one, marked LLOYDS 3707N 1. 8. 3. 10-4-06. The stern bush rewooded in lower half. - The H.P. piston valve chamber bored out & new rings fitted. H.P. bottom end re-metalled. M.P. tail rod cut off, piston rings & junk ring renewed. The port side cargo pump renewed.

B.S.:- The two main boilers examined both internally & externally together with their mountings & found, or placed, in good order. Repairs:- The studs through shell of standard boiler blow down valve renewed. In same boiler, - one hand hole door repaired. A number of tubes in both boilers re-expanded, & some minor repairs effected. The safety valves afterwards adjusted, under steam, to a working pressure of 160 lbs. per square inch.

General Observations, Opinion, and Recommendation:- The machinery of this vessel as far as now seen, is in good and efficient condition and it, in my opinion, eligible to remain as classed, & to have record B.S. 5-12, and notation "Sail shaft new 5-12" in the Register Book.

Survey Fee (per Section 28) £ 81.-

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Fees applied for

6/5 1912

Received by me,

19

Committee's Minute

FRI. MAY. 10. 1912

Assigned

B.S. 5. 12

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

Is a Certificate required? If so, to be sent to