

Re due 6.15 party here & the  
complete 120 opportunity.

It is submitted that this

was recorded by the investigator for

the records. B.S. 6.15 - when

the D.B. value here

has been advised

JP

22.6.15

LR-FAF-SA20-130

N.B. - If this Report is sent by Copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.



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

(Received at London Office)

Date of writing Report 15<sup>th</sup> June 1915 When handed in at Local Office JUN 16 1915 in Port of NEWCASTLE-ON-TYNE  
 No. in Survey held at Newcastle-on-Tyne Date, First Survey May 31 Last Survey 14<sup>th</sup> June 1915  
 64 on the Machinery of the Wood, Iron or Steel S. S. "Baker Standard" Master Tollence  
 Tonnage Gross 3208 Vessel built at Newcastle By whom Sir W. G. Armstrong Mitchell & Co. 1893-2  
 Net 2375 Engines made at do By whom Wallsend Shipway & Co. 1893  
 Registered Horse Power 293 Boilers, when made (Main) 1893 (Donkey) 1907  
 No. of Main Boilers 2 Owners (Jacobs & Co. Ingers) Port Swansea Voyage Admiralty Charter  
 No. of Donkey Boilers 1 If Surveyed Afloat do in Dry Dock Newcastle  
 Steam Pressure in Main Boilers 160 lb (State name of Dock.)  
 No. of Donkey Boilers 100 lb

1st Report No. Port

Particulars of Examination and Repairs (if any) locking 1 Pt BS.

Medical Surveys, when held, must be reported in detail and variation 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 sides being detailed in the body of the report, should be separated from repairs due to other causes; and sizes 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?

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

Do. " Donkey " " " yes

his 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? 165 lbs

the Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted under steam? not adjusted

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

screw shaft now been drawn and examined? no

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 yes

is 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? 1/8"

Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete the survey the safety valves of the donkey boiler are to be adjusted at the first opportunity.

The Propeller & fastenings of sea connections examined.

The main & donkey boilers & their mountings examined and the safety valves of main boilers adjusted. A number of small cracks & fitted places in main furnaces electrically welded, these furnaces were somewhat distorted but efficient, a few wasted rivet heads at out bottom seams of main boilers electrically welded. A few defective rivets in donkey boiler renewed & one screw stay nut repaired.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good order & safe working condition & is in my opinion to remain as classed the notation of 6-15 being deferred for completion of survey.

Fee (per Section 88) £2.0.0

Damage or Repair Fee (if any) £

Expenses (if chargeable) £

Fees applied for JUN 18 1915

Received by me, 22/6/15

Thomas Field

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI JUN. 25, 1915

FRI. 31 MAR. 1916 TUE. 6 MAR. 1917

ended

FRI. JUL. 14, 1916 FRI. 22 JUN. 1917

FRI. 17 AUG. 1917

FRI. 21 JUL. 1916

FRI. AUG. 4-1916

FRI. 18 JAN. 1916