

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

No. 8349

Date of writing Report 19<sup>th</sup> March 1897 When handed in at Local Office 20<sup>th</sup> March 1897 Port of Leith (Received at London Office MON MAR 22 1897)

No. in Reg. Book Survey held at Leith Date, First Survey 12<sup>th</sup> March 1897 Last Survey 19<sup>th</sup> March 1897

1035 on the Machinery of the Wood, Iron or Steel S.S. "Hettinger" (No. of Visits 3)

Tonnage { Gross 889 Net 538 Vessel built at Glasgow By whom Basclay Cule & Co When 1864-11

Registered Horse Power 98 Engines made at Leith When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

No. of Main Boilers 1 Owners J. Currie & Co (Mgs) Port Leith Voyage Bremen

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 150 lb # Surveyed Afloat or in Dry Dock Alexandria (State name of Dock.)

in Donkey Boilers 50 lb Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

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

(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.)

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

Do. " Donkey " " " yes

If this was not done, state for what reasons? -

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? yes

At what pressure were they afterwards adjusted under steam? 110 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted? 50 lbs.

Has the propeller shaft been drawn and examined at this time? no

If the Survey is not complete state what arrangements have been made for its completion? ✓

The propeller & fastenings examined & found in good order.  
The main & donkey boilers examined inside & outside with their  
safety valves & the safety valves adjusted under steam at the  
working pressures.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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. 9,95, B.A.M.S. 9,95 or S.L.M.C. 9,95, 140 lb., F.D., &c.)

as far as seen is now in good order & safe working condition &  
eligible in my opinion to remain as classified & to have  
the notation of BS 3, 97

Office or Registration Fee (per Sec. 27) £ 1 7 Fees applied for 19<sup>th</sup> March 1897  
Survey Fee (per Section 28) £ 1 7 Received by me, Thomas Field  
Special Damage Fee (per Section 28) £  
Travelling Expenses (if chargeable) £ 24 97  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute TUES MAR 23 1897

Assigned BS 3, 97

Insert Character of Ship and Machinery precisely as in the Register Book.



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 cause it to show through to the other side.

It is submitted *hence*  
this vessel is eligible for  
**THE RECORD.** 13. J. 3. 97.  
The Surveyor should be requested  
to state why he has adjusted  
the safety valves of the main  
boiler to 110 lbs per square  
inch instead of 150 lbs.,  
as recorded in the Reg. Book,  
thruby advising the same 40 lbs.  
J. R. [Signature]  
22. 3. 97

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