

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

No. 9448.

Date of writing Report 2nd May 1901 When handed in at Local Office 2nd May 1901 Port of Leith (Received at London Office FRI. MAY 3 1901)

No. in Reg. Book Survey held at Leith Date, First Survey 22nd April Last Survey 1st May 1901

1226 on the Machinery of the Wood, Iron or Steel S. S. "Stettin" (No. of Vessel 3)

Tonnage { Gross 889 Net 538 Vessel built at Glasgow By whom Barclay Curle & Co Master Layton

Registered Horse Power 98 Engines 2 of Leith When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

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

No. of Donkey Boilers 1 If Surveyed Afloat in Dry Dock Commercial (State name of Dock.)

Steam Pressure—
in Main Boilers 150 lb
in Donkey Boilers 50 lb

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Locking - BS

(Periodical Surveys, when held, must be reported in detail and seriatim 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? yesDo. " 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? yesTo what pressure were they afterwards adjusted under steam? 150 lbsDid the Surveyor examine the Safety Valves of Donkey Boiler? yesTo what pressure were they afterwards adjusted under steam? 50 lbsHas the propeller shaft been drawn and examined at this time? yesIf spare propeller shaft fitted, state whether new? ✓State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/16If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? ✓

The propeller & fastenings & screw shaft examined
The main & donkey Boilers examined inside & outside & their
safety valves examined & adjusted.

Repairs; a few defective stay nuts in main combustion chamber
renewed

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

(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, 97, R.A.M.S. 9, 97 or S.L.M.C. 9, 97, 110 lb., F.D., &c.)

far as seen is now in good order & safe working condition &
eligible in my opinion to remain as classed & to have the
notation of BS 5, 01

Office or Registration Fee (per Sec. 22) £ 2 1
Survey Fee (per Section 28) less 10% £ 1 7
Special Damage Fee (per Section 28) £ 1 1
Travelling Expenses (if chargeable) £

Fees applied for

2nd May 190117.5.01

Received by me,

18/5/01

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

State if Certificate is required

Committee's Minute

Assigned

TUES. MAY 7 1901

BS 5, 01

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

Certificate to be sent to

Some short board
light-repairs to holes

It is submitted that
this name is eligible for
THE RECORD. BS 5:01.

3 5-01

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened 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.