

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report *4th April 1902* When handed in at Local Office *4th April 1902* Port of *Leith*
No. in Survey held at *Leith* Date, First Survey *Feb. 17th* Last Survey *April 3rd 1902.*
Reg. Book. *1281* on the *Wood, Iron on Steel S.S. Stettin* (No. of Visits) *10* Master *J. L. Taylor*

TONNAGE:— Built at *Glasgow* By whom *Barclay Curle & Co.* When *1864* MONTH *11*
GROSS *889* Owners *J. Currie & Co. Mgrs* Port belonging to *Leith*
UNDER DK *657* Owners' Address
NET *538* (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Prince of Wales.* Destined Voyage *Bremen*
WB=CellDBorDBa feet; uE&B feet; f feet; f
total capacity tons; RPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.
If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. *9248* Port *Leith*
(Periodical Surveys, when held, must be reported in detail and verbatim 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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *S. S. N° 3.*

The vessel placed on blocks in dry dock. The bottom keel & rudder examined. The holds peaks bunkers & E&B space cleared and all close ceiling removed. All frames, beams, stringers hooks, keelsons, floors engine & boiler hearers bulkheads, both surfaces of plating including that in way of sidelights, and cement examined. The tank examined and tested, mast wedging removed, & masts & spars examined & sounded. Chain cables ranged and gauged. Decks, windlass & steering gear, hand pumps sluices and W.T. Doors examined. All oxidation removed and the vessel cleaned & coated where necessary. The outside plating was drilled on both sides in way of bunkers and at fore & after ends, a sketch showing the scantlings is attached hereto. Repairs now done, due to wear and

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired								
Paired or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Good	Dblg. Plates under Sounding Pipes	Yes	Copper, or T.M. of Wood Vessels	
Decks	Inner Bottom Plating	"	Engine Room Skylights	Good	(State if on Fell.)	Year
Caulking of Decks	State if Tank have been examined inside	Yes	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	
Waterways	State if Tank now tested	Yes	Scuppers	"	Boats	Good
Coamings	Bulkheads	Good	Cargo Hatchways	"	Masts, Yards, &c.	"
Beams & Fastenings	Ceiling	"	Hatches	"	Condition, how ascertained	Taken out
Outside Plating	Cement or Asphalt (State which.)	Cement	Planking of Wood Vessels		(State if wedges removed	Yes
Caulking of ditto	Rudder	Good	Caulking ditto		Sails	Sufficient
Rivets	Windlass	"	Treenails ditto		Equipment letter	✓
Breasthooks & Crutches	Have Pumps now been examined and found efficient?	Yes	Breasthooks & Stems ditto		Anchors, No. of	38. 15. 1K.
Transoms	Have Sluice Valves now been examined and found efficient?	Yes	Transoms, Pointers, & Crutches ditto		Cables (State if now ranged)	Yes
Frames	Have Watertight Doors now been examined and found efficient?	Yes	Timbers of Frame at openings ditto		" length	210 size 17 1/2
Reverse Frames			Ditto ditto at other places ditto		" Rule length	210 size 17 1/2
Floors			Stringers, Clamps & Shells ditto		" (per Table 22)	Good
Keelsons			Salting (State if examined.) ditto		Hawsers & Warps	Good
					Standing & Running Rigging	"

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and pmd98, &c."

This vessel is now in good and efficient condition and eligible in our opinion to remain as classed and to have record of survey 3.02 and the notation of S.S. Lth. N° 3. 3.02.

Office Fee (if chargeable) per Scale II., Sec. 27 £
Survey Fee (per Section 28) £ *7 0 0*
Special Damage or Repair Fee (if any) (per Sec. 28.) £
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £

Fees applied for, *5th April 1902*
Received by me, *Thomas Field*
C. D. Aitken
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute **TUES. 8 APR 1902**
Character Assigned *2 MC 3 02*
30-1103 *2 MC 3 02* *30-1103* *30-1103*

S. S. Stettin. continuation of Leith report N^o. 10. 1886

tear, Foremast wasted, new one fitted, also new Mizen mast, and Main mast re-stepped. New rigging fitted throughout. Old tank top removed and wood deck laid in stead. 2 plates on port bow at wood moulding wasted & partly renewed. 1 indented plate faired and broken frame repaired at bow. Well between poop and bridge had wooden bulwarks, these removed and steel ones fitted with hull angle rail bar. Part of poop had wooden rounded gunwale, this removed and steel substituted.

6 new beams & frames fitted in way of this. 4 bulwark plates on starboard side and 6 on port side renewed.

Poop deck wasted & new deck fitted, also main deck inside poop wasted & renewed, new coamings fitted to after hatch at poop & main decks. Flying Bridge fitted fore of main mast & steering gear put up on this. Rivets in frames between Main & poop decks wasted & renewed. Bunkers. - 3 reverse frames renewed and 2 beams partly renewed. 1 plate on starboard bunker partly renewed. 2 Boiler floors wasted also keelson angles wasted and renewed. New bottom fitted to tunnel and 2 new side plates. Rudder. 2 new pintles fitted & new gudgeons on port. 6 outside straps on starboard side & 5 on port side renewed, also about 100 rivets in landing of upper bilge plate renewed.

Cables ranged 240 fms. 3 lengths wasted and condemned, 1 new length supplied making 210 fms. Certificate 33642. 15 fms $1\frac{7}{8}$ dia stud link weight 16-0-0 Breaking strain 55-12-2-0 Tensile 37-2-2-0 Tested by H. Green 27th March 1902 at Retherton. Rudder quadrant bent taken off & new one fitted of stronger make.

Sketch showing drilling of shell.

Forward			Bunker Amid.			Aft		
P.	S.	M. & K.	P.	S.	M. & K.	P.	S.	M. & K.
$\frac{7}{16}$	$\frac{7}{16}$	Skew strake	$\frac{1}{8}$	$\frac{1}{8}$	Skew strake	$\frac{9}{16}$	$\frac{7}{16}$	Skew strake
$\frac{9}{16}$	$\frac{9}{16}$		$\frac{1}{2}$	$\frac{1}{2}$		$\frac{7}{16}$	$\frac{1}{2}$	
$\frac{9}{16}$	$\frac{9}{16}$		$\frac{1}{2}$	$\frac{1}{2}$		$\frac{5}{16}$	$\frac{5}{16}$	
$\frac{5}{16}$	$\frac{5}{16}$		$\frac{9}{16}$	$\frac{9}{16}$		$\frac{3}{8}$	$\frac{3}{8}$	
$\frac{5}{16}$	$\frac{5}{16}$					$\frac{1}{2}$	$\frac{1}{2}$	
$\frac{5}{16}$	$\frac{5}{16}$					$\frac{9}{16}$	$\frac{1}{2}$	

G. D. Calver.
Thomas Field

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.