

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

Date of writing Report April 4th 1902 When handed in at Local Office 4th April 1902 Port of Leith
 No. in Reg. Book 1287 Survey held at Leith Date, First Survey Feb 7 Last Survey Feb 24 1902
 on the Machinery of the Wood, Iron or Steel S.S. Lethen Master J. A. Layton
 Tonnage Gross 889 Net 538 Vessel built at Glasgow By whom Barclay Curle & Co When 1864. 11
 Registered Horse Power 98 Engines made at Leith By whom Hawthornthwaite When 1876
 No. of Main Boilers 1 Boilers, when made (Main) 1889 (Donkey) 1889 When 1889
 No. of Donkey Boilers 1 Owners Leith Harbour & S.P. Co. Ltd. Port Leith Voyage Laid up
 Steam Pressure in Main Boilers 150 lbs & Surveyed Afloat or in Dry Dock Popford (State name of Dock.)
 in Donkey Boilers 50 lbs

Last Survey No. Port
 Particulars of Examination and Repairs (if any) L.M.C.

(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 summarized 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

To what pressure were they afterwards adjusted under steam? 150 lbs

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

To what pressure were they afterwards adjusted under steam? 50 lbs

Has the propeller shaft been drawn and examined at this time? Yes

If spare propeller shaft fitted, state whether new? —

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Close

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? —

The propeller & fastenings of sea coasts & valves examined. The propeller shaft drawn & examined. The cylinders, pistons, slide valves & faces, pumps, condenser, pipes, sea connections, Crank, Thrust & tunnel shafts examined. The Main & Donkey boilers examined inside & outside with their safety valves & the safety valves adjusted under steam.

Repairs to main boiler 2. Screw stays renewed & a few screw stay nuts renewed in combustion chambers.

General Observations, Opinion, and Recommendation: The Machinery of this

(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. 0.00, B.C.M.S. 0.00 or L.M.C. 0.00, 140 lb., E.D., &c.)

Vessel as far as seen is now in good order & safe working condition & eligible in my opinion to remain as classed & to have the notation of L.M.C. 3.02.

Office or Registration Fee (per Sec. 27) £ 1
 Survey Fee (per Section 28) £ 3. 3
 Special Damage Fee (per Section 28) £ 1
 Travelling Expenses (if chargeable) £ 1

Fees applied for
5th Apr 1902
 Received by me,
10th Apr 1902

Thos. L. Thornton
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required

Committee's Minute

Assigned L.M.C.

TUES. 8 APR 1902

Screw shaft - see annex

*It is submitted that
this vessel is eligible for
THE RECORD LMC 2,02*

*PHH
7.3.02*

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.