

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

(Received at London Office)

1911 JUN 5

Date of writing Report 5<sup>th</sup> June 1911 When handed in at Local Office 3<sup>rd</sup> June 1911 Port of Leith

No. in Reg. Book 1765 Survey held at Leith Date, First Survey 23<sup>rd</sup> Jan'y Last Survey 21<sup>st</sup> May 1911

on the Machinery of the Wood, Iron on Steel s/s "Stettin" Master L. Robertson

Gross Tonnage 876 Vessel built at Glasgow By whom Barclay Curle & Co. When 1864

Net Tonnage 528 Engines made at Leith By whom Hawthorn & Co. Ltd. When 1864

Registered Horse Power 98 Boilers, when made (Main) 1864 1889 (Donkey) 1889

No. of Main Boilers 2 Owners J. Currie & Co. Port Leith Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Commissioned by

Steam Pressure in Main Boilers 150 (State name of Dock.)

in Donkey Boilers 50

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.

In 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? also whether any damage report was made, and, if so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Do. " Donkey " " " no

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? no To what pressure were they afterwards adjusted under steam? 150 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? no To what pressure were they afterwards adjusted under steam? 50 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? no , and of the Donkey Boiler? no

Did the Surveyor examine the drain plugs of the Main Boilers? no , and of the Donkey Boiler? no

Did the Surveyor examine all the mountings of the Main Boilers? no , and of the Donkey Boiler? no

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? no or two liners? no or is it without liners? no

Has shaft now been changed? no If so, state reasons.

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

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

Exam'd cylinders, pistons, slides, pumps, condenser, crank, thrust, trunk and propeller shafts, all sea cocks, pipes, bilge suckings, valves and details and found in good condition.

The condenser and pumps being defective - much corroded - the tubes were lifted out and taken to shop. A new condenser, air, circulating, and 1 bilge pumps supplied complete, and fitted in a satisfactory manner.

Engines refitted, repacked. H.P. cylinder liner removed and a new H.P. piston fitted. Main steam pipes took and refitted.

Main boiler exam'd throughout and found satisfactory. Leaky patches in water comb. chamber removed.

Exam'd donkey boiler throughout and found in good order.

All safety valves adjusted.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is (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, H.S. 9, 07, B.S. 9, 07, or L.M.C. 9, 07, 140 lb., &c., &c.)

now in good order and efficient in my opinion to remain as classed and to have need of L.M.C. 5. 11

Survey Fee (per Section 28) 23.10.0 Fees applied for 3/6 1911

Special Damage or Repair Fee (if any) 23.3.0 Received by me, 16.6.11

Travelling Expenses (if chargeable) 0

Committee's Minute

Assigned

WED 7 JUN 1911

LMC 5. 11

MACHINERY CERTIFICATE

MULT. N. 14-6-11

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



SS 11/12 due 4-10 - not held throughout on

machinery

Engines, blower & shop, New B.N. - If this Report is copied by Copying Press, especial care must be taken that this copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Condenser & pumps supplied

Engines afterwards refilled.

And repairs effected to Gun

bolts.

It is submitted that

this vessel is big for

the service.

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The following is a list of the machinery and equipment on board the vessel, and the condition of the same as found by the surveyor. The surveyor has found that the machinery is in good order, and that the equipment is complete. The following is a list of the machinery and equipment on board the vessel, and the condition of the same as found by the surveyor. The surveyor has found that the machinery is in good order, and that the equipment is complete.

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