

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

(Received at London Office)

Date of writing Report 2.7.15. When handed in at Local Office 2.7.15. Port of Leith.

No. in Reg. Book. Survey held at Leith.

Date, First Survey 24.5.15. Last Survey 28.6.1915.

1965 on the Machinery of the Wood, Iron or Steel etc. Str. "Stettin".

Master R. Robertson.

Tonnage Gross 846 Net 528

Vessel built at Glasgow.

By whom Barclay, Curle & Co.

When 1864 11

Registered Horse Power 98

Engines made at Leith.

By whom Hawthorne & Co., Ltd.

When 1846 1889

No. of Main Boilers 1

Boilers, when made (Main) 1889

(Donkey) 1889

No. of Donkey Boilers 1

Owners James Currie & Coy.

Port Leith.

Voyage

Steam Pressure in Main Boilers 150

If Surveyed Afloat or in Dry Dock on Hard.

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

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Year Angled applied.	Machinery and Boiler Surveys (including date of N.R., if any).
+ A1		L.M.C. 5.11.
12.13.		+ N.B. 12.89.
S.S. Lth. 3 rd No. 3-4.02.		B.S. 12.13.
S.S. Lth. No. 2-11.		T.S. 12.13.

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 date 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? Was a damage report made by anyone else? If so, by whom?

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? None

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

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

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? 8"

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

Examined cylinders, pistons, slides, pumps, condenser, crank, thrust, trunk and tail shafts, all sea cocks, pipes, bilge suction, valves and details and found or put in good condition.

I.P. piston rod worn and some now renewed, I.P. cross head pin renewed, I.P. valve spindle cut & new end welded on, I.P. bottom end brasses renewed, Bilge valves & seats renewed, & pumps lined up and adjusted.

Main steam pipes tested & refilled.

Examined main boiler throughout and found in satisfactory condition 3 patches in lower comb. chamb. leaky and some were electrically welded several leaky rivets & 14 leaks renewed.

Examined donkey boiler throughout and found in good order.

All safety valves adjusted.

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, R.S. 9.11, R.S.M.S. 9.11, or L.M.C. 9.11, 140 lb., S.D., &c.)

is in good order and efficient in my opinion to remain as classed and to have record of L.M.C. 6.15.

Survey Fee (per Section 25) £ 3.10.

Special Damage or Repair Fee (if any) (per Section 25) £

Travelling Expenses (if chargeable) £

Fees applied for

3.4.10.15

Received by me,

10/7/15

H. P. Hume

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

Committee's Minute FRI. JUL. 9-1915

FRI. JUL. 16. 1915

Assigned

L.M.C. 6.15

26.7.15

TUE. AUG. 24. 1915

4th Lt. 1803 due 4th 14th A.B.
due 12.14 and held

It is submitted that
this vessel is eligible for
ALL RECORD. LMCB.15

56.15

27.15
6.7.15

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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