

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

(Entered at London Office TUE OCT. - 2 1917.)

Date of writing Report 1st OCT 1917 When handed in at Local Office 1st OCT 1917 Port of NEWCASTLE ON TYNE.

No. in Reg. Book. Survey held at North Shields Date, First Survey 13th Aug Last Survey 22nd Apr 1917

1905 on the Machinery of the Wood, Iron or Steel SS 'Stetten' Master Rose

Tonnage Gross 876 Net 528 Vessel built at Glasgow By whom Barclay Curle & Co When 1864 11

Registered Horse Power 98 Engines made at Reith By whom Hawthorn & Co When 1876

No. of Main Boilers 1 Boilers, when made (Main) 1882/889 (Donkey) 1889.

No. of Donkey Boilers 1 Owners Reith, Hall & Ham: SP & Co Ltd Port Reith Voyage

Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock Smiths (N Shields) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 50

Last Report No. Port

Particulars of Examination and Repairs (if any) BS & TS

(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 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? ☒ Yes

, and of the Donkey Boiler? ☒ Yes

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? ☒ Yes or two liners? ☒ Yes or is it without liners? ☒ Yes

Has shaft now been changed? ☒ Yes If so, state reasons fractured at cone end.

Is the shaft now fitted new? ☒ Yes

Has it a continuous liner? ☒ Yes or two liners? ☒ Yes or is it without liners? ☒ Yes

State the distance between ligament vane of stern bush and top of after bearing of screw shaft? Working fit. (Lower half of wood renewed.)

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

Propeller, tail shaft & outside fastenings examined, tail shaft found fractured, same renewed, a forging report is herewith attached.

Main and donkey boilers and their mountings examined and their safety valves adjusted as above noted.

Boiler Repairs Centre Furnace of the main boiler renewed, centre CC bottom renewed, centre CC sides cropped & renewed, a number of screwed stays renewed. Lower manhole doors renewed, ring fitted to top manhole door. Donkey boiler funnel partly renewed.

After the main boiler repairs had been completed the boiler was tested by hydraulic pressure and was found tight.

General Observations, Opinion, and Recommendation:—The machinery of this vessel, so far as seen is now in good order and safe working condition and is eligible in my opinion to remain as classed in the Register Book and to have the notations of BS 9.17 & TS New 9.17.

Survey Fee (per Section 28) £ 10 0

Special Damage or Repair Fee (if any) (per Section 28) £

Travelling Expenses (if chargeable) £

Fee applied for 1st OCT 1917

Received by me, 6/10/17

Reginald Bain
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE OCT. - 9 1917.

Assigned

BS due 7.14 now held
Screen draft renewed

It is submitted that

this is available for
WILLIAM R.D. B.S. 9.14.

NS 9.14.

[Signature]
3.10.14.

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