

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

JUL 20 1920

Date of writing Report 28-6-20 When handed in at Local Office 29-6-20 Port of Leith
 No. in Reg. Book 27086 Survey held at Leith Date, First Survey May 12 Last Survey 7/6/1920
 on the Machinery of the Wood, Iron on Steel S.S. Steffen Master
 Tonnage Gross 576 Vessel built at Glasgow By whom Hardy & Burt H&B
 Net 528 Engines made at Leith By whom Hawthorn H&B
 Registered 98 Boilers, when made (Main) 1889 (Donkey) 1889
 Horse Power 150 Owners James Currie & Co Leith
 No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Port Leith
 No. of Donkey Boilers 1 (State name of Dock) Commercial Dry
 Steam Pressure in Main Boilers 150
 in Donkey Boilers 50

Last Report No. PortParticulars 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 boilers being detailed in the body of the report, should be separated from repairs due to other causes, and 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? Yes Was a damage report made by anyone else? If so, by whom? Yes

Did the Surveyor personally go inside Main Boiler separately and make a thorough examination at this time? Yes

Do. " " Donkey " " " " Yes

If this was not done, state for what reasons? Yes

And what parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

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 Boiler? Yes

and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boiler? Yes

and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boiler? 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? No

If so, state reasons Yes

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? Rewound

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

now done. The cylinders, pistons, slides, all pumps, condenser, cranks, thrust, funnel & propeller shafts, sea cocks, pipes, bilge suction, rods & details examined & repairs. H.P. piston rod, M.P. & L.P. valve spindle rods skimmed up, new neck rings & glands rebushed. L.P. piston spring renewed. H.P. crank pin bearing installed, including one thrust collar. M.P. slide valve face trued up. Feed pump rods skimmed up, new neck rings & glands rebushed. Air pump bucket re-packed. Two new delivery valves for bilge pump fitted. The main & donkey boilers with their mountings examined throughout, the following parts repaired by the electric welding process. The landings at centre to front & back circumferential seams at bottom of main boiler. Renewed 5 lb. in port wing furnace, & 5 in star wing furnace. Two new manhole doors fitted.

General Observations, Opinion, and Recommendation: P.T.O.

(Note: 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. 9.11, B.A.M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

This vessel's machinery is eligible in my opinion to remain as classed with fresh record of L.M.C 6-20 note T.S. 6-20

Survey Fee (per Section 9) 3 10 - Fees applied for 29/6/20
 Special Damage or Repair Fee (if any) £ Received by me, J.R. Williamson
 Travelling Expenses (if chargeable) £ 27/7/20

Committee's Minute

TUE. JUL. 6 1920

WRITTEN
 15-7-20

J.R. Williamson
 Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
 Foundation

S. 201 due 6.19 marked
 workshop examined repairs to engine
 boiler.

It is submitted that

this vessel is eligible for

L.M.C. 620

S. 620

17/20
 17/20

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.

Main steam pipe annealed & tested to 175 lbs pressure & found satisfactory.
 In the donkey boiler a small patch in way of front circumferential
 at bottom renewed, & plate in the vicinity of same where water made
 up by welding. All safety valves adjusted under steam.

J.R.W

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

