

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

(Revised at London Office) FRI. 16 SEP. 1921

Date of writing Report 19 When handed in at Local Office 19

Port of Faith

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

Date, First Survey 2-9-21

Last Survey 14-9-21

(No. of Visits 3)

31735 on the Machinery of the ~~Wood~~ Iron or Steel S.S. "STETTIN"

Master

Tonnage Gross 876
Net 528

Vessel built at Glasgow.

By whom Barclay Curle & Co.

When 1864

11.

Registered 98

Engines made at Faith.

By whom Hawthorn & Co.

When 1868

Horse Power 1

Boilers, when made (Main)

1889

(Donkey) 89.

No. of Main Boilers 1

Owners Faith, Hall & Co. & P. & J. (Lancashire) Port Faith.

Voyage

No. of Donkey Boilers 1

Owners Faith, Hall & Co. & P. & J. (Lancashire) Port Faith.

Steam Pressure in Main Boilers 150

Surveyed Afloat & in Dry Dock Commercial.

in Donkey Boilers 50.

(State name of Dock.)

Particulars of Classification (which must be inserted previously in the Register Book & Supplements).

CLASSIFICATION & for Special Survey, Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boilers Surveyed (Including date of S.S., if any).
+ A 1 S.C.R. 6-20		N.M.C. 6-20
88 S.C.R. 4 1/2 3. 6-15		+ N.B. 12-89.
88 S.C.R. N ^o 1 1/2 20.		T.S. 6-20.
		N.E. 76 24 89
		N.B. 89

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking, B.S. &

Periodical Surveys, when held, must be reported in detail and verification 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 headings being detailed in the body of the report, should be briefly summarised 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? ☒ 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? 155

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

To what pressure were they afterwards adjusted under steam? 52.

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? ☒ No Is it fitted with continuous liner? ☒ or two liners? ☒ or is it without liners? ☒

Has shaft now been changed? ☒ If so, state reasons ☒

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

State the distance between datum of stern bush and top of after bearing of screw shaft? 5/32

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

How done: Propeller, end of Tail shaft, Stern tube and fastenings of sea connections examined and found in order.

The Main and Donkey boilers examined internally and externally together with their safety valves and mountings and put in order, and the Safety valves adjusted under steam as stated.

General Observations, Opinion, and Recommendation: The machinery of this vessel is now in good and efficient condition, and eligible in my opinion to remain as classed, with fresh record of Survey B.S. 9-21.

Survey Fee (per Section 20) £ 3.0.0
Special Damage or Repair Fee (if any) £
Travelling Expenses (if chargeable) £

Fee applied for 16-9-21
Received by me 20-9-21

Committee's Minute
Assigned

TUE. SEP. 20 1921

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

B.S. due 6.11 now held.

It is submitted that
this vessel is eligible for
the bounty B.S. 9.21.

AWD
17/9/21

N.B.-If this Report is copied by Gipping Press, special care must be taken that the copying paper is not so much deformed 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.