

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

(Received at London Office)

WED. OCT. 4 1922

Date of writing Report *26 Sept 1922* When handed in at Local Office *26 Sept 1922* Port of *Leith*
 No. in Reg. Book *Survey held at Leith* Date, First Survey *9 Sept 1922* Last Survey *25 Sept 1922*
73960. on the Machinery of the *Wood, Iron & Steel S.S. "Stettin"* (No. of Vessel *44*)
 Tonnage { Gross *876* Vessel built at *Glasgow* By whom *Barclay Curle & Co.* When *1864-11*
 Net *538* Engines made at *Leith* By whom *Hawthorn & Co.* When *1876*
 Registered Horse Power *98* Boilers, when made (Main) *1889* (Donkey) *1889*
 No. of Main Boilers *1* Owners *Leith, Hall & Hay, S.S. Co. Ltd.* Port *Leith* Voyage
 No. of Donkey Boilers *1* If Surveyed Afloat & in Dry Dock *Victoria & Commercial*
 Steam Pressure in Main Boilers *150* (State name of Dock.)
 in Donkey Boilers *50*

Last Report No. *Port*Particulars of Examination and Repairs (if any) *B.S. & Docking*

(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 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? *150 lbs*Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*To what pressure were they afterwards adjusted under steam? *55 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? *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? *two liners*Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒Has shaft now been changed? *No* If so, state reasons ☒Is the shaft now fitted new? ☒Has it a continuous liner? ☒Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? *Re-wooded*If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete*

The main boiler examined & put into a safe working condition: front circumferential seam & forward bottom flange of Centre Combustion Chamber box built up by electric welding where slightly rusted. Donkey boiler examined and found in order.

Safety valves of main & donkey boilers adjusted under steam to above pressures.

Tail shaft drawn, examined & found in order.

Pea cocks & their connections, propeller & stern bush examined & found in order.

General Observations, Opinion, and Recommendation:—

(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, B.S. 9, 11, D.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

The machinery of this vessel is in a safe working condition and eligible to remain as classed with fresh record of B.S. 9.22 & record of tail shaft 9.22

Survey Fee (per Section 86) *£3.0.0* Fees applied for *3-10-1922*
 Special Damage or Repair Fee (if any) *£*
 Travelling Expenses (if chargeable) *£*

TUE. OCT. 10 1922

Committee's Minute

Assigned

A. T. Thomas
 Engineer Surveyor to Lloyd's Register of Shipping.



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B.I. due 9.22. held seaworthy
due 6.22 examined

It is submitted that
this vessel is eligible for
THE RECORD B.S. 9.22

5922

5/10/22.

X.B. - If this Report is copied by Copying Press, especial 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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