

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

(Revised at London Office) JAN. 25 1923

Date of writing Report 23 Oct 23 When handed in at Local Office 23 Oct 23 Port of Leith  
 No. in Reg. Book 34016 Survey held at Leith Date, First Survey 10 Oct 23 Last Survey 22 Oct 1923  
on the Machinery of the Wood, Ironer S.S. "Stettin" (No. of Vessel 9)  
 Tonnage Gross 876 Vessel built at Glasgow By whom Barclay Curle & Co When 1864-11  
 Net 528 Engines made at Leith By whom Hawthorn & Co When 1864  
 Registered 48 Boilers, when made (Main) 1889 (Donkey) 1889  
 No. of Main Boilers 1 Owners Leith. Hull & Ham. S. O. G. Port Leith Voyage Hull  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Victoria & Edinburgh  
 Steam Pressure in Main Boilers 150 (State name of Dock.)  
 in Donkey Boilers 50

Last Report No. PortParticulars of Examination and Repairs (if any) Part M.S. B.S. Sacking

(Periodical Surveys, when held, must be reported in detail and variation 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 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? Yes Was a damage report made by anyone else? If so, by whom? Yes

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YesDo. " Donkey " " " YesIf this was not done, state for what reasons? YesAnd what parts of the Boilers could not be thus thoroughly examined? YesAlso 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? YesDid the Surveyor examine the Safety Valves of the Main Boiler? YesTo what pressure were they afterwards adjusted under steam? 150 lb.Did the Surveyor examine the Safety Valves of Donkey Boiler? YesTo what pressure were they afterwards adjusted under steam? 50 lb.Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? YesDid the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? NoneDid the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? YesHas screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? YesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? YesHas shaft now been changed? No If so, state reasons: YesIs the shaft now fitted new? Yes Has it a continuous liner? YesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? YesState the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Yes - WoodedIf the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete B.S.B.S. M.S. to complete as over page.

The main boiler examined & placed in a safe working condition: 2 bottom manholes & bottom front plate where wasted built up by electric welding and 2 bottom manhole doors re-fitted: Centre combustion chamber back plate flange at bottom built up by electric welding: bottom back end plate sealed, mountings removed & refitted & slight wasted portions built up by electric welding.

Owing to the general condition of the bottom front plate & Centre combustion chamber box it was recommended that these parts be again examined before the end of April 1924, which was agreed to.

Donkey boiler examined and found in a safe working condition. Safety valves of main & donkey boilers adjusted under steam to above pressure.

## 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, B.S. 9.11, or L.N.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. 10.23 subject to parts mentioned being again examined before the end of April 1924 also M.S. (with date) when survey is complete, & notation for tail shaft 10.23

Survey Fee (per Section 28) £3 - - - Fee applied for 24-10-23Special Damage or Repair Fee (if any) £ - - - Received by me 24-10-23Travelling Expenses (if chargeable) £ - - -

Committee's Minute

Assigned

Deferred

TUE 20 MAY. B.S. 10.23, subjectFRI 20 JUN 1924  
TUES 25 NOV 1924A. T. Thomas  
Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register  
Foundation

P. 12. due 6.23. Partly held on  
 machinery B. 7. due 9.23. Held

It is submitted that  
 this vessel is eligible for  
 THE RECORD. B. 5. 23 Subject

to the bottom front plate & centre  
 construction chamber being  
 again examined before the end  
 of 4.24.

It is submitted that this  
 vessel WILL BE eligible for  
 the record. H. M. C. 1023  
 when the survey has  
 been completed as per  
 report.

1023  
 7. 11.  
 24/12/23

N.B.—If this Report is copied by Copying Press, especial 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.

S. S. "Stettin"

M. S. :- M. P. cylinder, piston, slide crank, thrust, barrel  
 & tail shafts, sea cocks & their connections,  
 propeller & stern bush examined & found in order.

To complete M. S. :- H. P. L. P. cylinders, pistons, slide,  
 condenser, pumps, to examine, steam  
 pipes to examine & test.

The owners intend having machinery survey completed when  
 vessel is laid off for special survey next year

A. T. T.

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