

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

Date of writing Report	15 th May	to 30 when handed in at Local Office	15 th May	to 30	(Received at London Office)	16 MAY 1930
No. in Reg. Book	Survey held at LEITH		Port of LEITH			
35040	on the Machinery of the Wood , Iron or Steel Sc. 3 Mst. Sr. "STETTIN"		Date, First Survey 29 th April		Last Survey 15 th May	1930
Tonnage	Gross 876	Net 528	By whom	Barclay Curle & Co	When 1864-11	
Nominal Horse Power	98	Engines made at Lith	By whom	Hawthornes & Co	When 1876/1st '89	
No. of Main Boilers		Boilers, when made (Main) 1924	(Donkey)	1924		
No. of Donkey Boilers	1	Owners Lith, Hull & Ham. J.P. & Co. Ltd	Owners' Address			
Steam Pressure— in Main Boilers	150	Managers J. Currie & Co.	Port Lith	Voyage Hamburg.		
in Donkey Boilers	80	If Surveyed Afloat or in Dry Dock Edinburgh Wt & Dry docks	Particulars of Classification (which must be inserted privately as in Register Book & Supplements).			
(State name of Dock.)						

Last Report No. Port

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

(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 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 ~~examination~~ and make a thorough examination at this time?

Do. " Donkey "

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 these 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/ft²

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Yes

To what pressure were they afterwards adjusted under steam?

80 lbs/ft²

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Yes

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Yes

Did the Surveyor examine all the mountings of the Main Boilers?

Yes

Did the Surveyor examine all the mountings of the Donkey Boiler?

, and of the Donkey Boiler?

Yes

Has screw shaft now been drawn and examined?

Yes

Is it fitted with continuous liner?

Has shaft now been changed? If so, state reasons Found to be further grooved at forward end of after liner.

Has the shaft now fitted been previously used?

No

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 vitreum bearing metal of stern bush and top of after bearing of screw shaft:

1 ft. Stern bush rewooded.

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

DOCKING.

Vessel placed in drydock. The propeller and the outside fastenings of the sea connections examined and found in good order.

The propeller shaft was drawn in and examined and found to be further grooved in way of the forward end of the after liner. A new propeller shaft, with continuous liner has now been fitted. The lower half of the stern bush has been rewooded. The forging report is attached hereto.

B.S.

The main and donkey boilers were examined throughout, together with all mountings, manholes etc. The mountings have been overhauled and examined. The safety valves were afterwards adjusted under steam to the pressures as noted above.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Books consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.; thus, for example, B.S. 5,30, B.R.M.S. 5,30, or C.R.M.C. 5,30, 100 ft. P.D., etc.) far as seen, is in good order and efficient condition and is eligible, in my opinion, to remain as classed with fresh records of B.S. 5,30 and T.S.C.L.(n) 5,30

Survey Fee (per Session 20)

£ 3.0.0

Fee applied for

15-5-10 30.

Special Damage or Repair Fee (if any)

£

Received by

21-5-10 6.6.6

(per Section 20.)

Travelling Expenses (if chargeable)

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Johnsing. Clean sheet out & resume

BB due 2.20 now held

It is known that when
this vessel is eligible for
P&I RECORD. BB 5.30

S.(H) 5.30

Home

BB 5.30