

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

17 NOV 1924

(Received at London Office)

Date of writing Report 15-11-24 When handed in at Local Office 15-11-24 Port of Leith  
 No. in Reg. Book Survey held at Leith Date, First Survey 25-9-24 Last Survey 11-11-1924  
 82823 on the Machinery of the Wood, Iron or Steel &c. 3 mst 14 STETTIN (No. of Vents 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 tripled 89  
 Nominal Horse Power 98 Boilers, when made (Main) + N.B. 12, 89 (Donkey) New 1889  
 No. of Main Boilers 1 Owners Leith, Hall & Ham, L.P. Cold Port Leith Voyage Bremen  
 No. of Donkey Boilers 1 Managers J. Currie & Co  
 Steam Pressure in Main Boilers 150 lbs If Surveyed Afloat or in Dry Dock Edinburgh (Afloat) & Alexandria (Dry)  
 in Donkey Boilers 80 lbs

Last Report No. Port  
 Particulars of Examination and Repairs (if any) L.M.C

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 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?

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 those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 150 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? 80 "

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

Now done. Examined cylos, pistons, slides, pumps, condenser, crank, thrust, tail shafts, propeller & fastenings, sea connections & fastenings & stern bush & found or placed in a safe working condition. Stern bush rewooded. Steering engine examined & placed in a safe working condition.

Condenser tested by water & found tight & satisfactory.

New main steam pipes made of solid drawn copper to rule requirements, tested to 350 lbs & found satisfactory.

The original boilers have been removed from the vessel to be broken up. A new main and donkey boiler have now been securely fitted on board and all mountings examined. Safety valves adjusted under steam to the above pressures. On completion of the above, the boilers were carefully examined under steam & found tight. All fastenings, casings, checks and levers examined in position.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is

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

now in a safe working condition & eligible to remain as classed with fresh record of survey L.M.C. 11.24 & notation for T.S. 11.24 also record + N.B. 11.24 and N.D.B. 24

Survey Fee (per Section 28) £4.-.-.- Fee applied for 15-11-24

Special Damage or Repair Fee (if any) £6.-.-.- Received by me, R.J. Erskine

Travelling Expenses (if chargeable) £.-.-.-

Committee's Minute TUES 25 NOV 1924

Assigned L.M.C. 11.24

+ N.B. 11.24

N.D.B. 24

CERTIFICATE WRITTEN

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



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*3/5 "Spettin" (contd)*

and found satisfactory.  
Boilers stamped as follows.

No 16630  
LLOYD'S TEST  
290 LBS  
W.P. 160 LBS  
9-10-24 W.L.

No 16631  
LLOYD'S TEST  
160 LBS  
W.P. 80 LBS  
9-10-24 W.L.

Repairs. New neck and gland bushes fitted to the main engine feed and bilge pumps. Rods skimmed up in lathe. Main circulating inlet valve machined up in lathe & reground in place. New piston rings fitted to the steering engine.

Note It is submitted that this vessels name be deleted R.F.S. from the S.R. list as per machinery survey.

S.R. - 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.

*S.S. No 3 now held & new main & donkey boilers fitted.*

*It is submitted that*

*this vessel is eligible for  
FILE RECORD, LMC 11. 24  
S 11. 24 + NB 11. 24 150lb.  
NDB 24 80lb.  
GS 51. HS 1644  
106 NHP.*

*AWD  
20/11/24*

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



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