

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

(Received at London Office) -6 MAR 1929

Date of writing Report March 5<sup>th</sup> 1929 When handed in at Local Office March 5<sup>th</sup> 1929 Port of Leith  
 No. in Reg. Book Survey held at Leith Date, First Survey Feb 5<sup>th</sup> Last Survey Feb 22<sup>nd</sup> 1929  
84949 on the Machinery of the Wood, Iron or Steel Sc 3 Mst SR STETTIN  
 Tonnage { Gross 876 Vessel built at Glasgow By whom Barclay Buile & Co. When 1864-11  
 Net 528 Engines made at Leith By whom Hawthorne & Co. When N.E. 76  
 Nominal Horse Power 98 Boilers, when made (Main) 11-24 (Donkey) 1924  
 No. of Main Boilers 1 Owners Leith, Hull & Ham. S.P. Co Ltd. Owners' Address Port Leith Voyage Hamburg  
 No. of Donkey Boilers 1 Managers J. Burnie & Co. If surveyed Afloat in Dry Dock Prince of Wales Drydock and Old Widdow  
 Steam Pressure in Main Boilers 150 Particulars of Classification (which must be inserted previously in Register Book & Supplements).  
 in Donkey Boilers 80

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

(Periodical Surveys, when held, must be reported in detail and according to 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? 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 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 80 lb.

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? ☒ , and of the Donkey Boiler? ☒

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? No 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 ☒

Has the shaft now fitted been previously used? ☒ 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 ligament vane or bearing metal of stern bush and top of after bearing of screw shaft? As fit. then bush renewed.

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

This vessel was placed in drydock - the propeller, the stern bush, the propeller shaft and the sea cocks and valves with their fastenings were examined. A new propeller was fitted, the blades of the old one being broken; the stern bush was renewed all round; the sea cocks and valves were overhauled and put in order. The propeller shaft was found in good condition except that at the forward end of the after liner the shaft was slightly fitted, this fitting averaging a depth of  $\frac{1}{8}$ ". It was recommended that this shaft should be again examined in twelve months' time.

The cylinders, pistons, slides; the crank, thrust and intermediate shafts and bearings; the condensers; the air, circulating, feed and bilge pumps with their valves; the pumping arrangements and machinery generally were examined.

The condenser tubes were drawn, cleaned and tested and the condensers tested on completion. The main steam pipes were hydraulically tested to 300 lbs/sq and

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, S.S. 11, S.S.M.S. 11, or L.M.C. 11, 150 lb. S.D., &c.)

The Machinery of this vessel is in good order and condition and is eligible in my opinion to remain as classed with fresh record of L.M.C. 2-29 and T.S. 2-29 subject to the propeller shaft being examined in one year's time.

Survey Fee (per Section 24) 7.0.0

Special Damage or Repair Fee (if any) 0

Travelling Expenses (if chargeable) 0

Committee's Minute TUE. 19 MAR 1929

Assigned L.M.C. 2-29

CERTIFICATE WRITTEN:

Fee applied for 5-4-1929

Received by me 6-3-1929

H. B. Rogers.

Engineer Surveyor to Lloyd's Register of Shipping.



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TU 27 MAY 1930



## 7/8 "STETTIN"

found in good order. The donkey boiler feed pump was renewed complete. A new rod was fitted to the air pump. The M.P. piston was fitted with a new Lockwood and barlowe ring and the piston flange and junk ring were faced up. A few minor repairs and adjustments were carried out.

The Main and Donkey Boilers were examined throughout and found in good order. On completion of repairs the safety valves were adjusted under steam as noted above.

H. B. Rogers

D.O. No 1 due 11.28. Survey now held on  
mainway. Saw shaft end. Minor repairs  
effected

It is submitted that  
this vessel is eligible for  
THE RECORD. A.L.M.C. 2.29

S. 2.24

Ham  
7.3.24

It is submitted that  
this vessel is eligible to  
remain as CLASSED. Subject  
to saw shaft being again  
seen before end of  
2.30.

