

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

(Revised at London Office)

27 OCT 1931

Date of writing Report 26/10/1931 When handed in at Local Office 26/10/1931 Port of Leith
 No. in Reg. Book. 35134 Survey held at Leith Date, First Survey 15/10/31 Last Survey 22/10/1931
 on the Machinery of the Wood, Iron or Steel St 3 Mot St "STETTIN" (No. of visits 3)
 Tonnage Gross 876 Net 628 Vessel built at Glasgow By whom Barchby, Curle & Co When 1864-11 mo
 Nominal Horse Power 98 Engines made at Leith By whom Hawthorn & Co When 1876 TM 89
 No. of Main Boilers 1 SB Boilers, when made (Main) 1924 (Donkey) 1924
 No. of Donkey Boilers 1 SB Owners Leith Hull & Hamburg P. Co Owners' Address (if not already recorded in Appendix to Register Book,)
 Steam Pressure in Main Boilers 150 lb Managers J. Currie & Co Port Leith Voyage -
 in Donkey Boilers 50 lb If Surveyed Afloat or in Dry Dock Commercial D.D. (State name of Dock) Old Dock

Last Report No. PortParticulars of Examination and Repairs (if any) Docking & BS

(Periodical surveys, when held, must be reported in detail and notation 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 summarized 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? 80 lbs

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

Did the Surveyor examine the drain plugs of the Main Boilers? Not fitted , and of the Donkey Boiler? Not fitted

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? No 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 ✓

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 lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

Vessel in drydock. Propeller, sea connections & outside fastenings of

underwater fittings examined & found good.

BS.

Main & Donkey Boiler examined internally & externally with safety valves

doors & mountings & now in safe working condition.

Boilers examined under steam & safety valves adjusted as above.

Wear & Tear Repairs

A number of plain tubes renewed in main boiler, centre box.

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 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. 10, 11, R.A.M.S. 10, 11, or L.M.C. 10, 11,

150 lb, F.D., &c.)

far as now seen, is in safe working condition, & eligible in my opinion to

remain as classed, with fresh record of BS 10-31

Survey Fee (per Section 28) BS £ 3 : 0 : 0

Special Damage or Repair Fee (if any) £ :

Travelling expenses (if chargeable) £ :

Committee's Minute

Assigned

26-10-1931

29-10-1931

3 NOV 1931

10.31

Chas. R. Roachiffe & John Houston

Engineer Surveyors to Lloyd's Register of Shipping

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Lloyd's Register Foundation

(1931)

BS due 5.31. Now held

It is submitted that
this vessel is eligible for
THE RECORD.

BS 10.31

John

20.10.31

T.R.—If this Request is copied by copying Press, especial care must be taken that the copying paper is not so much translucent as to permit the ink to appear through to the other side.

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



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