

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

No. 7431

Date of writing Report *Feb 13th 1894* When handed in at Local Office *Feb 14th 1894* Port of *Leith*
 No. in Reg. Book *936* Survey held at *Leith* Date, First Survey *Jan 17th* Last Survey *Feb 15th 1894*
 on the Machinery of the *Wm. Iron* *S.B. "Stetten"* Master *L. Robertson*
 Tonnage Gross *884* Net *551* Vessel built at *Glasgow* By whom *Barclay Curle & Co* When *1876* Boilers, when made (Main) *1889* (Donkey) *1889*
 Registered Horse Power *98* Engines made at *Leith* Port *Leith* Voyage *Baltic*
 No. of Main Boilers *one* Owners *J. Currie & Co*
 Steam Pressure in Main Boilers *150 lbs* If Surveyed Afloat or in Dry Dock *dry dock*
 in Donkey Boiler *50* (State name of Dock.) *Commercial*

Last Survey No. *7117* Port *Leith*
 Particulars of Examination and Repairs (if any) *S.B. No 1*

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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*
 At what pressure were they afterwards adjusted under steam? *106 lbs*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*
 To what pressure were they afterwards adjusted? *50 lbs*
 If the Survey is not complete state what arrangements have been made for its completion? *Complete*

This vessel placed in dry dock. The tail shaft - drawn & examined, the sea cocks, sea connections & propeller fastenings examined & all found satisfactory.

The cylinders, pistons, slide valves, cylinder faces, condenser, all pumps & shafting examined & found in good condition.

The main & donkey boilers & their safety valves, opened out, examined & found satisfactory. The safety valves adjusted under steam as above.

Repairs General minor repairs have been done to the machinery & boilers.

This vessel has just received a B.I. Panenger certificate & owing to the fact that the main boilers were not built under their supervision they have reduced the working pressure to 106 lbs. As these boilers are in perfectly good condition the owners do not wish the record of the working pressure to be altered in the Reg. Book.

General Observations, Opinion, and Recommendation:— *This vessel's machinery appears to be in good condition eligible in our opinion to remain as classed & to have the record of +LMC. 2.94 in the Register Book*
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this Survey: thus, for example, B.S. 0.92, B.&M.S. 0.92 or $\frac{1}{2}$ L.M.C. 0.92, as the case may be.)

Office or Registration Fee (per Sec. 27) *£ 1*
 Survey Fee (per Section 28) *£ 3-10*
 Special Damage Fee (per Section 28) *£ 1*
 Travelling Expenses (if chargeable) *£ 1*

Fees applied for
19th Feb 1894
 Received by me,
26-2-1894

Francis Peterson James Wmanior
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
 Committee's Minute *TUES. 20 FEB 1894*
 signed *J L M C 2, 94*
be omitted A.S.

2-12-94

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 cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD + L.N.C. 2-94
On 1st Jan 1894
General Wm. of air wife
affected the W. of air wife
and brother
19 2 94

THE SURVEYORS ARE REQUESTED TO WRITE ACROSS THIS MARGIN.