

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

Date of writing Report 2/10/09 1909 When handed in at Local Office 2/10/09 1909 Port of Leith
(Received at London Office) MIN. 4 OCT 1909
No. in Reg. Book 1753 Survey held at Leith Date, First Survey 27th Sept Last Survey 30th Sept 1909
on the Machinery of the Wm. Iron (Steam) S/S Stettin Master Barclay Curle & Co.
Tonnage Gross 846 Net 528 Vessel built at Glasgow By whom Barclay Curle & Co. When 1864 11.
Registered Horse Power 98 Engines made at Leith By whom Wattsons & Co. When 1846
No. of Main Boilers 1 Boilers, when made (Main) 1889-12 (Donkey) 1889 Tpd 1889
No. of Donkey Boilers 1 Owners Leith, Hall & Hanbury, S.P. & Co. Ltd. Port Leith Voyage
Steam Pressure in Main Boilers 150 4 Surveyed Afloat in Dry Dock Afloat & Commercial D.D.
in Donkey Boilers 50 (State name of Dock.)

Last Report No. Port
Particulars of Examination and Repairs (if any) B.S.
(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.)

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? also whether any damage report was made, and, 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? 155 lbs
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 50 lbs
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? None , and of the Donkey Boiler? None
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? ✓ or two liners? ✓ or is it without liners? ✓
Has shaft now been changed? No If so, state reasons ✓
Is the shaft now fitted new? No Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 16"
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Examined Main & Donkey boilers throughout, and found in good condition; a few screw stay nuts to renew in Main boiler.

*Adjusted all safety valves as above.
Examined propeller & sea cock fastenings, same in good order.*

General Observations, Opinion, and Recommendation:— *The machinery of this vessel as far as seen is now in good order, and eligible in my opinion to remain as classed, and to have record B.S. 9.09.*

Survey Fee (per Section 28) 10% 1.10 Fees applied for 2/10/09
Special Damage or Repair Fee (if any) 1.4 Received by me, 25.10.19
Travelling Expenses (if chargeable) 1 19

Committee's Minute TUES. 5 OCT 1909
Assigned B.S. 9.09
W. Dennis Beck
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

In a Certificate required by M. 10, to be sent to

In a Certificate required by M. 10, to be sent to

BS due 904 now held
throughout.

It is submitted that
this vessel is eligible for

BS 904

DLH
4/1/70

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