

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

48094

MONDAY 13 FEB 1888

(Received at London Office,

No. *192* Date of Writing Report *19 Feb 1888* Port of *London*
 No. in Reg. Book. *300* Survey held at *London* Date, first Survey *2 Feby* Last Survey *7th Feby 1888*
600 on the Machinery of the *S S Litch* (No. of Visits *3*) Master *Holland* Tons *1510* Net *2208* Gross
 If Surveyed Afloat or in Dry Dock *Pontoon* Vessel built at *Glasgow* in 18 *80* Engines made in 18 *80*
 N.H.P. *300* No. of Main Boilers *2* Made in 18 *80* Donkey Boiler made in 18 *80* Working Pressure, Main Boilers *80* lbs.;
 Working Pressure, Donkey Boiler *lbs.*; Owners *Mogul S S Co* Port *Rochester*
 Last Survey No. *100 A 1. 12 86* Class of Vessel and Machinery *100 A 1. 12 86*
 (As in Register Book.)

Particulars of Repairs and Examination *Boiler Survey + Tailshaft.*
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.
 Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?.....
 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?

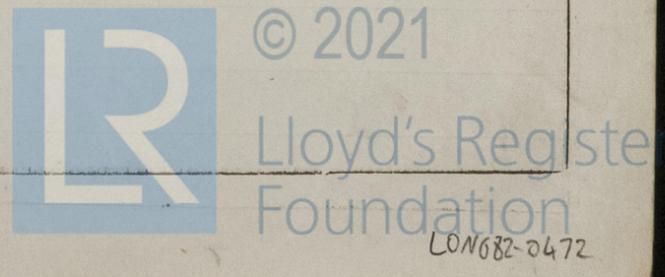
Examined Seacocks & connections found them good.
A spare crankshaft & a spare tailshaft (both good) have been fitted
The donkey boiler has been condemned by the Owners & removed. A new one will probably be fitted when the vessel arrives at Liverpool.
Examined 2 main boilers & safety valves & found them good.
Safety valves adjusted to blow off at 80 lbs

General Observations, Opinion, and Recommendation:— *As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to have the notification B.S. 2.88 recorded 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.)

Office or Registration Fee (per Sec. 27).....	2	:	:	Fees applied for <i>40</i> " <i>1888</i>
Survey Fee (per Section 28)	2	:	2	
Special Damage, Fee (per Section 28)	2	:	:	
*Certificate (if required) as per margin	2	:	5	
Travelling Expenses (if chargeable)	2	:	:	Received by me <i>113</i> " <i>1888</i>

H Jones
& C. G. Thompson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUESDAY 21 FEB 1888*
 Assigned *R S 2/88*



Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that this
vessel should have
B.S. 288 recorded.

MH
16.2.88

