

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

4889/1

(Received at London Office,

THURS 1 NOV 1888

No. 194 Date of Writing Report 31.10.88 1888 Port of London
 No. in Reg. Book. 194 Survey held at London Date, first Survey Sept: 26 Last Survey Oct: 31 1888
 on the Machinery of the S.S. "Iris" Master No. of Visits 4
 Tonnage { Gross 1168 Vessel built at London By whom Lewis & Stottwell When 1872-5
 { Net 760 Engines made at " When 1872 Boilers, when made (Main) 1880 (Donkey)
 Registered Horse Power 200 Owners Gen. Stm. Nav. Co. Port London Voyage
 No. of Main Boilers 68 If Surveyed Afloat or in Dry Dock L.S. & Co. Class of Vessel & Machinery 100A1
 Steam Pressure in Main Boilers 65 lbs (State name of Dock.) (As in Register Book.) L.M.C. 8.84
 in Donkey Boiler 50

Last Survey No. Port S.S. No 3-8.84 B.S. 2.87

Particulars of Examination and Repairs (if any) For Special Survey No. 1
 (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?

Vessel placed in dry dock sea connections examined & found to be in good condition. the propeller disconnected. tail shaft drawn examined, found in good condition. the stern bush renewed & propeller replaced.
 Examined cylinders slides, air, circulating, feed and bilge pumps & valves all found in good condition
 Exhaust, thrust & tunnel shafts " " "
 The condenser tubes drawn, cleaned, & replaced.
 Main boilers examd: internally & externally, all defective stays in comb: chrs: renewed & two sides of ditto doubled.
 Boilers retubed, & afterwards tested with hyd: press: to 90lbs: when all was found to be satisfactory.
 Safety valves found in good condition.
 Minch boiler examd: & found in good condition. Safety valves loaded with a direct weight to 50lbs: "
 Safety valves tested under steam to the W.P of 60lbs: "

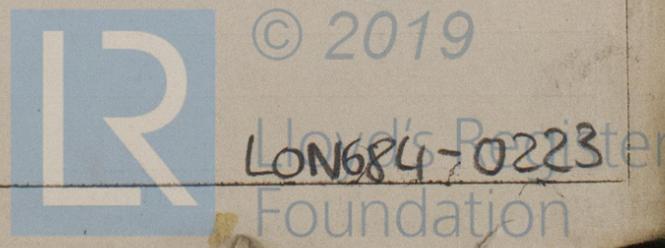
General Observations, Opinion, and Recommendation:-- The machinery being now
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

in good & safe working condition renders the vessel eligible in my opinion to be marked with T.M.C 10.88 subject to the boilers being again examd: within 12 mths: as per rule.

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| Office or Registration Fee (per Sec. 27)..... | £ : : | Fees applied for 3 11 8 received by me, 13/11 1888 |
| Survey Fee (per Section 28) | £ 3 : 3: | |
| Special Damage, Fee (per Section 28) | £ : : | |
| Certificate (if required) as per margin | £ : : | |
| Travelling Expenses (if chargeable)..... | £ : : | |

Geo. E. Merriam
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 6 NOV 1888 FRIDAY 23 AUGUST 1889
 Assigned duke 10/88



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

Insert Character of Ship and Machinery precisely as to the

It is submitted that this
vessel is eligible to have
L.M.C. 10. 88 recorded

Ad
5.11.88

