

48958

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

(Received at London Office, FRIDAY 23 NOV 1888)

No. 307 Date of Writing Report 22 Nov 1888 Port of London
 No. in Reg. Book. 307 Survey held at London Date, first Survey 13 Nov Last Survey 20 Nov 1888
 on the Machinery of the Iron S.S. "Ituri" Master Young No. of Visits 4
 Tonnage { Gross 779 Net 1226 Vessel built at Newcastle By whom Wigham Richardson When 1884 YEAR. MONTH. 6
 Registered Horse Power 126 Engines made at " When 1884 Boilers, when made (Main) 1884 (Donkey) 1884
 No. of Main Boilers 2 Owners Demerara + Barbice S.S. Co Port London Voyage W. Ind.
 Steam Pressure in Main Boilers 90 H Surveyed Afloat & in Dry Dock Regent Dock Class of Vessel & Machinery 100 A1-4, 88
 in Donkey Boiler 50 (State name of Dock.) (as in Register Book.) + LMC - 8, 84

Last Survey No. 48714 Port Lon

Particulars of Examination and Repairs (if any) S.S. 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?

Examined winch boiler internally & externally & the safety valves, in good condition, valves adjusted to 50 lbs per sq inch under steam. Low pressure cylinders & piston, crank pins, thrust funnel & tail shafting, sea connections & cocks examined & found satisfactory, and a new key fitted to tail shaft & propeller. Feed & bilge pumps also examined & found good.

General Observations, Opinion, and Recommendation:— The machinery as far as seen (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.)

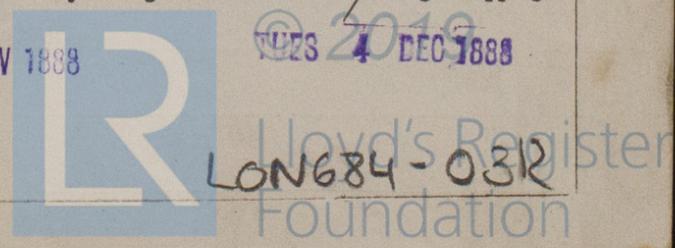
now appears in a sound & efficient condition rendering the vessel eligible in my opinion to remain as classed & to have LMC - 7, 88, ^{re-recorded} when main boiler safety valves have been tested under steam

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 2 : 0	26 11 188 8
Special Damage, Fee (per Section 28)	£ : :	Received by me, 11 188 8
*Certificate (if required) as per margin	£ : 2 : 6	
Travelling Expenses (if chargeable)	£ : :	

Thos. L. Gay
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute JUES 27 NOV 1888
 Assigned Note for completion

FRIDAY 30 NOV 1888



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

It is submitted that this vessel will be eligible to have + SMC 7.00 recorded when the main safety valves have been adjusted

MJ

26.11.89

