

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

No. *48958* Date of Writing Report *22 Nov* 188*8* Port of *London*  
 No. in Reg. Book. *307* Survey held at *London* Date, first Survey *13 Nov* Last Survey *20 Nov* 188*8*  
 on the Machinery of the *Sm 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 + Berbic S.S. Co* Port *London* Voyage *W. Ind*  
 Steam Pressure in Main Boilers *90* If 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 cylinder & 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, 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	<i>26 11 188 8</i>
Special Damage, Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : 2 : 6	Received by me,
Travelling Expenses (if chargeable) .....	£ : :	<i>1 11 188 8</i>

Committee's Minute *JUE 27 NOV 1888*  
 Assigned *note for completion*  
*Thos. L. Gay*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
*FRIDAY 30 NOV 1888*  
*DEC 4 1888*  
 Lloyd's Register Foundation  
 LON684-0312



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

M.D.

26.11.89

