

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

MON 19 AUGUST 1889

No. *192* Date of Writing Report *15 Aug 1889* Port of *London*
 No. in Reg. Book. *192* Survey held at *London* Date, first Survey *July 30* Last Survey *Sept. 1889*
 on the Machinery of the *Imps Iris* Master *W. H. B. King* No. of Visits *3*
 Tonnage Gross *932* Net *457* Vessel built at *London* By whom *Shur & Stockwell* When *1872* YEAR. MONTH. *5*
 Registered Horse Power *200* Engines made at *London* When *1872* Boilers, when made (Main) *1880* (Donkey)
 No. of Main Boilers *2* Owners *General Steam Nav. Co* Port *London* Voyage
 Steam Pressure in Main Boilers *65* Surveyed Afloat or in Dry Dock
 in Donkey Boiler *45* Class of Vessel & Machinery *100 A1-2, 89*
 (As in Register Book, including date of last Boiler Survey.) *LMS-8, 84 135-88*

Last Survey No. *B.S.* Port *London*
 Particulars of Examination and Repairs (if any) *B.S.*
 (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? *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?

Examined two main boilers, domes & valves, a number of patches rivets & stays in backs now renewed. Winch boiler & valves examined, uptake slightly bulged, stiffened with doubling plates.

The crank shaft now renewed all shafting put in lathe & all new brasses fitted, new thrust rings fitted, three new eccentrics, Condenser new tube plates & tubes, & a new duplex donkey pump fitted.

The main & safety valves were found to blow off at 65 & 45 lbs respectively

General Observations, Opinion, and Recommendation:—*The machinery now appears in a sound & efficient condition rendering the vessel eligible in my opinion to remain as classed & to have B.S. - 8, 89 now recorded.*
 (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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 0 : 0	<i>22/8 1889</i>
Special Damage Fee (per Section 28)	£ : :	} Received by me, <i>10/9 1889</i>
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	

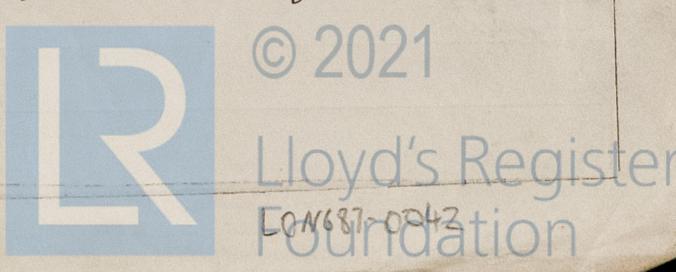
W. L. Gray
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 23 AUGUST 1889*
 Assigned *B.S. 8, 89*

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

*Certificate to be sent to the Registrar of the Port of London, and below the space for Committee's Minute.

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



It is submitted that this
vessel is eligible to
have B.S. 8-89.
recorded.

N.A.
22-8-89.

