

50487

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

(Received at London Office,

THURS 10 APRIL 1890

Date of Writing Report 8. 4. 90 18 Port of

in Survey held at London

Date, first Survey Mar. 11 Last Survey Apl. 5 1890

on the Machinery of the S.S. "Ituna"

Master No. of Visits 6

Gross 684
Net 442

Vessel built at Kinghorn

By whom J. Key

When 1877-9

Registered 80
Horse Power 1

Engines made at Birkhead

When 1877 Boilers, when made (Main) 1877 (Donkey) 1890

of Main Boilers 1
Steam Pressure—
Main Boilers 70 lbs

Owners S. R. Carter

Port London Voyage

Donkey Boiler 75

If Surveyed Afloat or in Dry Dock Pontoon
(State name of Dock.)

Class of Vessel & Machinery 90 A1

(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 11.85.
BS. 7.88.

Last Survey No. Port S.S. Sund. No 2-85.

Particulars of Examination and Repairs (if any) S.S. No 3.

(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 on Pontoon, sea conntns: examd: & found to be in good condtn: Propeller disconntd: tail shaft drawn, examd: found to be corroded between liners, & after liner placed on shaft Recommend: a new shft: to be fitted, which the owners propose to do in 6 mths. from this date. Examd: cylinders, & slides, in good condtn: a new H. P. piston complete has now been fitted rods tied up in lathe & glands rebushed. Crank thrust & tunnel shftg: found in good condtn: new brasses to thrust & shftg: tied up from end to end. Air, circulating: Feed & Bilge pumps & pumpg: arqts: in good condtn: Main boiler examd: internally: & externally: & found in good condtn: Safety Valves in good condtn: & set under steam to W.P. of 70 lbs & A new Welsh boiler has now been fitted, Safety Valve set under steam to 75 lbs &

General Observations, Opinion, and Recommendation:—

(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.)

The machinery being now in good & safe working condtn: renders the vessel eligible in my opinion to be marked L.M.C. 4.90 subject to the re-exam: of B'rs: as per rule, & also the tail shaft in 6 mths.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 3 : 10:	14 4 18 90
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	Received by me,
Travelling Expenses (if chargeable)	£ : :	24 18 90

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

Committee's Minute TUES 15 APRIL 1890

Assigned LMB 4/90
subject to

It is submitted that this vessel
is eligible to have
L.M.C. 4-90 recorded, subject
to the propeller shaft being
again examined or
renewed, within
6 months.

N.A.

14-4-90



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Foundation