

51874

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

(Received at London Office THURS. 14 MAY 1891)

No. 172 Date of Writing Report 12th May 1891 Port of London
 No. in Reg. Book 172 Survey held at London Date, first Survey 31st Jan^y Last Survey 8th May 1891
 on the Machinery of the S.S. Iris Master Arnold No. of Visits 7
 Tonnage Gross 932 Net 487 Vessel built at London By whom Lewis & Stockwell When 1872 5
 Registered Horse Power 250 Engines made at S. When 1872 Boilers, when made (Main) 1880 (Donkey) 1880
 No. of Main Boilers 2 Owners Genl. St. Max. 6th Port London Voyage ✓
 Steam Pressure in Main Boilers 65 If Surveyed Afloat or in Dry Dock Both
 in Donkey Boiler 45 (State name of Dock.) Blackwall St. S.D. in River Class of Vessel & Machinery 100A1. 8.89
 Last Survey No. 49799 Port Lon S.S. Lou N. 1. 88. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 10.88

Particulars of Examination and Repairs (if any) N.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 Main Boiler separately and make a thorough examination at this time? Yes.
 Do. " Donkey " " " 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? ✓
 Did the Surveyor examine the Safety Valves of the Main Boiler? Yes
 At what pressure were they afterwards adjusted under steam? 65 lbs
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes
 To what pressure were they afterwards adjusted? 45 lbs (dead weight)

Examined main boilers internally and externally.
Six (6) stay nuts on back of Combustion Chambers renewed.
The boilers otherwise in good condition.
Examined main boiler safety valves - found in good order tested & adjusted them under steam to blow at 65 lbs per sq. in.
Examined donkey boiler internally & externally found it in good order.
Examined donkey boiler safety valve (dead weight) found same in good order - tested donkey boiler under steam - safety valve lifts at 45 lbs per sq. in.
Vessel placed in dry dock
Examined propeller, sea connections & their fastenings. found good.
Tail end shaft drawn - new end (for?) welded on - satisfactory
stem bush re-wooded satisfactory

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. 189, B.&M.S. 189, or L.M.C. 189, as the case may be.)
As far as seen the machinery of this vessel is in good working order and in my opinion eligible to remain as classed & have BS 5 91 recorded in the register book

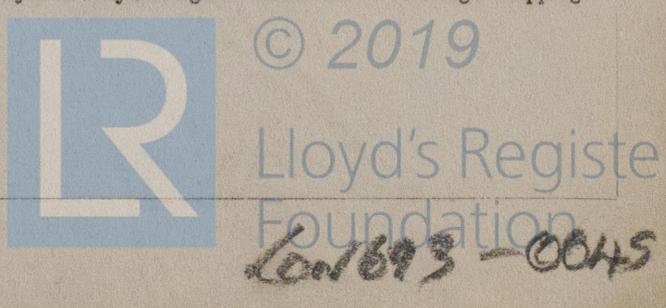
Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	
Survey Fee (per Section 28).....	£ 2 0 0	14/5-1891	<u>R.S.</u>
Special Damage Fee (per Section 28).....	£ : :	Received by me,	
Travelling Expenses (if chargeable).....	£ : :	15/6-1891	

*State if Certificate is required

Committee's Minute FRI, 15 MAY 1891
 Assigned R.S. 5/91
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if a Report is also now sent on the Ship, or if not whether, and when, one will be sent.
 16.-L. R. F. H. Form No. 9.-Transfer Ink-5,000, 28-2-91.
 (The Surveyors are requested not to write on or before the space for Committee's Minute.)
 *Certificate to be sent to

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



It is submitted that this
vessel is eligible to
have B.S. 5-91
recorded.

W.A.

14-5-91

