

52183

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

No. *278* Date of Writing Report *July 31<sup>st</sup> 1891* Port of *London* (Received at London Office, SAT. 1 AUG 1891)  
 No. in Reg. Book *1226* Survey held at *London* Date, first Survey *July 1<sup>st</sup> 1891* Last Survey *July 29<sup>th</sup> 1891*  
 on the Machinery of the *ss. "Stuni"* Master *W. Smith* No. of Visits *3*  
 Tonnage Gross *1226* Net *779* Vessel built at *Newcastle* By whom *Wigham Richardson* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*  
 Registered Horse Power *120* Engines made at *-* Owners *Demetera & Kerice S.S. Co.* Port *London* Voyage *-*  
 No. of Main Boilers *200* If Surveyed Afloat or in Dry Dock *Afloat at* (State name of Dock.) *West India Docks* Class of Vessel & Machinery *+ 100A.1.3.90*  
 Steam Pressure in Main Boilers *90 lbs* in Donkey Boiler *60 lbs* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ full 7.88*

Last Survey No. *488* Port *London*  
 Particulars of Examination and Repairs (if any) *Annual Boiler Survey* St. No. *1-88*  
 (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 main boilers internally & externally and found same in good condition.*  
*Examined safety valves & adjusted them under steam to blow at 90 lbs per sq. inch pressure.*  
*Examined donkey boiler and its safety valves & adjusted safety valves under steam to blow at 60 lbs per sq. in.*

General Observations, Opinion, and Recommendation:— *Sofar as seen the machinery is in good condition & the vessel is in my opinion eligible to remain as classed & to have B.S. 7.91 recorded in the Register Book.*  
 (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. & A.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ 2 : 0 : 0	Fees applied for <i>4/8/91</i> received by me, <i>12/12 1891</i>
Survey Fee (per Section 29) .....	£ 2 : 0 : 0	
Special Damage Fee (per Section 28) .....	£ <i>5/11/91</i>	
*Certificate (if required) as per margin .....	£ :	
Travelling Expenses (if chargeable).....	£ :	

*H.P. Cornish*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI 27 NOV 1891*  
 Assigned *B.S. 7.91*

T. & S. Form No. 9—Transfer Ink—6000, 22/10/90. \* Certificate to be sent to the Registrar of Shipping or of not whether, and when, one visit be sent.

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



