

52183

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

No. *278* Date of Writing Report *July 31st 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 14th* Last Survey *July 29th 1891*
on the Machinery of the *ss. "Ituni"* 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 *Demeterara & Kerbice S.S. Co.* Port *London* Voyage *~*
No. of Main Boilers *200* If Surveyed Afloat or in Dry Dock *Afloat at* Class of Vessel & Machinery *+ 100A.1.3.90*
Steam Pressure in Main Boilers *90 lbs* (State name of Dock.) *West India Dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ full 7.88*
in Donkey Boiler *60 lbs* *51300* Last Survey No. *188* 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.*

Office or Registration Fee (per Sec. 27)..... £ *2.0.0.* Fees applied for *4/8/91*
Survey Fee (per Section 28)..... £ *0.11/91*
Special Damage Fee (per Section 28)..... £ *0.11/91*
*Certificate (if required) as per margin..... £
Travelling Expenses (if chargeable)..... £
received by me, *H.P. Cornish* 12/12 1891
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.

T. & S. Form No. 9—Transfer Ink—6000, 22/10/90. * Certificate to be sent to (The Surveyor) are requested not to write on or 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 for the record BS 7.91

Cell

6-891

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.