

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

TUES. 24 MAY 1892

No. *278* Date of Writing Report *May 23rd 92* Port of *London*
 No. in Reg. Book *278* Survey held at *London* Date, first Survey *May 9th* Last Survey *May 19th 1892*
 on the Machinery of the *s/s "Ituni"* Master *—* No. of Visits *4*
 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 *do.* Owners *Dumstrara & Berbic S. S. Co* Port *London* Voyage *—*
 No. of Main Boilers *Two* If Surveyed Afloat or in Dry Dock *afloat in* Class of Vessel & Machinery *100 A. 1. 11-9*
 Steam Pressure in Main Boilers *90 lbs* (State name of Dock.) *West India Dock*
 in Donkey Boiler *—* Last Survey No. *—* Port *—*
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *S.S. don 4-1-88* *7-88* *7-91*

Particulars of Examination and Repairs (if any)

(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?

Do. " Donkey " " "

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Examined main & donkey boilers & safety valves, and adjusted safety valves under steam to blow at 90 lbs & 50 lbs per sq in: respectively
 Examined Cylinders, pistons, slide valves, condenser, pumps and pumping arrangement, crank, thrust & tunnel shafting

The tail shaft was drawn & examined in November 1891, see report 52488 London, and the stern bush re-wooded.

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. 1,91, B.&M.S. 1,91 or L.M.C. 1,91, as the case may be.)

being in good condition renders the vessel eligible in my opinion to remain as classed and have + LMC 5-92 recorded.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 4.0.0
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for *24/5/1892*
 Received by me, *25/5/92*

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

*State if Certificate is required

Committee's Minute *FRI 27 MAY 1892*

TUES. 15 NOV 1892

Assigned *+ LMC 5, 92*

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LON 696-0203

It is submitted that
this vessel is eligible for
THE RECORD — L.M.C. 5-92

W. A.
24-5-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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