

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

Date of writing Report Sept 7 1894 When handed in at Local Office London (Received at London Office SAT. 9 SEP 1894)

No. in Reg. Book. 299. Survey held at London Date, First Survey July 31 Last Survey Sept 7 1894

on the Machinery of the Wood, Iron or Steel S.S. ITUNI. Master Smith.
Tonnage Gross 1226 Net 799 Vessel built at Newcastle By whom W. Richardson & Co. When 1884 YEAR. MONTH. 6

Registered Horse Power 1210 Engines made at Do. When 1884 Boilers, when made (Main) 1884 (Donkey) 1884
No. of Main Boilers 2 Owners Demerara & Barbados S.S. Co. Ltd Port London Voyage Demerara
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock India Dock.

Steam Pressure in Main Boilers 90 lbs in Donkey Boilers 50 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 55789 Port Low Damage

Particulars of Examination and Repairs (if any) & B.S. 100 A-1-2-94 h.m.c. 5-92.
SS-LON. No. 2. 92 B.S. 7. 93

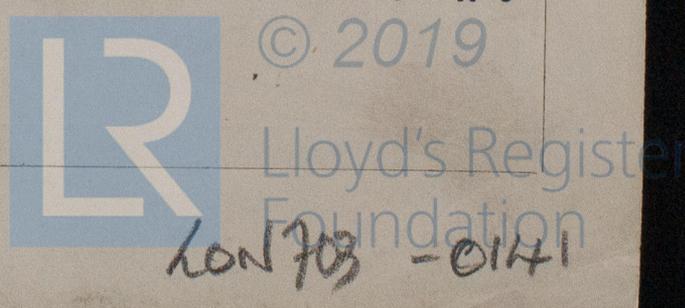
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
Do. " Donkey " " " Yes
If this was not done, state for what reasons? ✓
And what parts of the Boilers could not be thus thoroughly examined? ✓
Also what special means, in the absence of 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? 90 lbs per sq. in.
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes
To what pressure were they afterwards adjusted? 50 lbs per sq. in.
If the Survey is not complete state what arrangements have been made for its completion? Completed.

Examined Main & Donkey Boilers internally & externally & Safety valves all found to be in good condition except part of the Donkey Boiler shell, which was wasted. The wasted part has now been doubled.
Also examined forward crank shaft & L.P. Column. The crank shaft was found to be flawed at the after end of the pin & the L.P. Column was cracked round the foot. A new forward crank shaft & L.P. Column have now been fitted.
This damage was stated to have been sustained during heavy weather.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible for record
B.S. 9. 94

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 13/9/1894
Survey Fee (per Section 28) £ 2 0 0
Special Damage Fee (per Section 28) £ 2 2 0
Travelling Expenses (if chargeable) £ : : Received by me, 17/9/94
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 14 SEP 1894
Assigned B.S. 9. 94



No. State if a Report is also now sent on the Ship or if not whether, and when, one will be sent. Certificate to be sent to. Form No. 9 - Transfer Ink - 3,000, 4/4/94. The Surveyors 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.

of account of damage

New Castle, N.Y. 13-9-94

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD

889.94

A.P.R.

13-9-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation