

No. 55823

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

Date of writing Report *Sept 7 1894* When handed in at Local Office *is* *Port of London* (Received at London Office *SAT. 9 SEP 1894*)No. in *299.* Survey held at *London* Date, First Survey *July 31* Last Survey *Sept 7 1894*Machinery of the *Wood, Iron or Steel* *SS. ITUNI.* Master *Smith.*Tonnage Gross *1226* Net *799* Vessel built at *Newcastle* By whom *W. Richardson & Co.* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*Registered Horse Power *2* Engines made at *So.* Owners *Demerara & Barbados S. Co. Ltd* Port *London* Voyage *Demerara*No. of Main Boilers *2* No. of Donkey Boilers *1* Steam Pressure in Main Boilers *90 lbs* If Surveyed Afloat or in Dry Dock *India Dock.* (State name of Dock.)in Donkey Boilers *50 lbs* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).Last Survey No. *5789* Port *Low* *Damage*Particulars of Examination and Repairs (if any) *& B.S.*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? *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.*

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 - 1000, 4/4/94.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	2	0	13/9/1894
Special Damage Fee (per Section 28)	£	2	2	0
Travelling Expenses (if chargeable)	£	:	:	Received by me,
				17/9/1894

*State if Certificate is required

Committee's Minute *FRIDAY 14 SEP 1894*Assigned *B.S. 9.94*

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



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LON 703 - 0141

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

on 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

BS 9.94

A.P.R.

13-9-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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