

49752

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

(Received at London Office,

TUES 6 AUGUST 1889)

No. *66* Date of Writing Report *3. 8. 89* 1889 Port of *London*
 No. in Reg. Book *66* Survey held at *London* Date, first Survey *7* Last Survey *Aug. 2 1889*
 on the Machinery of the *S. S. Inanda* (Steel) Master *1* No. of Visits *1*
 Tonnage { Gross *1758* Net *1123* Vessel built at *Aberdn.* By whom *Hall Russell & Co* When *1888-6*
 Registered Horse Power *220* Engines made at *"* When *1888* Boilers, when made (Main) *1888* (Donkey)
 No. of Main Boilers *1* Owners *J. J. Rennie & Son* Port *Aberdn.* Voyage
 Steam Pressure in Main Boilers *160* ~~N~~ Surveyed ~~Afloat~~ or in Dry Dock *J. J. Rennie* Class of Vessel & Machinery *100 A1. 5.89*
 in Donkey Boiler (State name of Dock.) *L.M.C.* (As in Register Book, including date of last Boiler Survey.) *6. 88.*

Last Survey No. _____ Port _____

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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

Vessel placed in dry dock, sea connections examined. Found in good condition, the propeller & its fastenings sound & the tail shaft a good fit in Stern bush.

General Observations, Opinion, and Recommendation:— *As far as seen this vessel appears eligible to remain as classed.*
 (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. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ ✓ : ✓ :	
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	: : :	
		Received by me,
		188

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

Committee's Minute *FRIDAY 9 AUGUST 1889*

Assigned *Remain as classed*

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

T. & S. Form No. 9—Transfer Ink—6000, 28/1/89
(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.



It is submitted that this
vessel is eligible to
remain as
Classed—
N.A.
8-8-89,

