

53228

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

(Received at London Office)

THURS. 21 JUL 1892

No. _____ Date of Writing Report 19th July 1892 Port of London

No. in Reg. Book. 4 Survey held at London " Inanda Date, first Survey 25th May Last Survey 18th July 1892

on the Machinery of the S.S. Inanda Master F. Hunt No. of Visits 4
YEAR. MONTH.

Tonnage (Gross 1704 Net 1045) Vessel built at Aberdeen By whom Hall Russell & Co. When 1888 6

Registered (Horse Power) 220 Engines made at St. When 1888 Boilers, when made (Main) 1888 (Donkey) 1888

No. of Main Boilers Two Owners J. J. Rennie & Co. Port Aberdeen Voyage _____

Steam Pressure— in Main Boilers 160 If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100 A1
(State name of Dock.) West Ind. dry dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 8.91

in Donkey Boiler _____

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Special Survey No. 1

(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? 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? _____

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? _____

The vessel was placed in dry dock.

Examined propeller, stern bush & sea cocks with their respective fastenings found all good

Examined Cylinders, pistons, slide valves, steam chest, Condenser, Crank Thrust & tunnel Shafting, Pumps with their buckets, valves & connections. found all in good order

Examined bilge roses & sluice valves on bulkheads S. S.

Examined main & donkey boilers internally & externally also their Safety Valves found all in good order

The Superintendent arranged to have the safety valves adjusted before the vessel left the dock - but owing to the vessel having left by the night tide this was not done. The Superintendent proposes to have the safety valves adjusted on the vessel's arrival from the present voyage say in three months' time - To complete the survey the main & donkey boiler safety valves have to be adjusted under steam.

General Observations, Opinion, and Recommendation:— The machinery is now in good working order & in my opinion the vessel is eligible to remain as classed and to have the notification L.M.C. 7.92 recorded when the survey has been completed.

(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. 1,01, B.&M.S. 1,01 or L.M.C. 1,01, as the case may be.)

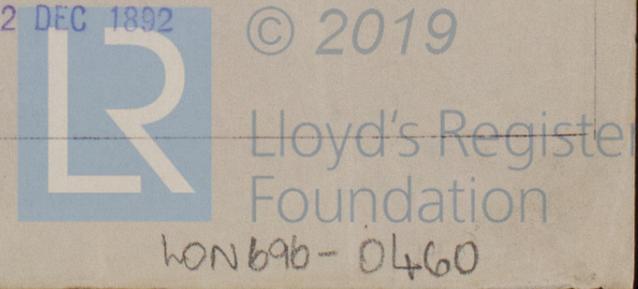
Fee or Registration Fee (per Sec. 27).....	£ : :	Fees applied for <u>21/7 1892</u>	<u>RBF</u> <u>28</u>
Survey Fee (per Section 28).....	£ <u>5</u> : - -		
Special Damage Fee (per Section 28).....	£ : :	Received by me, <u>22/7 1892</u>	<u>Robt. B. Adams</u> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Travelling Expenses (if chargeable).....	£ : :		

Committee's Minute _____

Signed Deferred for completion

FRI 22 JUL 1892

FRI 2 DEC 1892



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

It is submitted that this vessel WILL BE eligible for the record + L.M. 7.92 when the main and donkey boiler safety valves have been adjusted on the vessel's return from her present voyage in about 3 months time.

C.W.S.
21.7.92

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