

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

53228

(Received at London Office.)

THURS. 21 JUL 1892

No. _____ Date of Writing Report 19th July 1892 Port of London
 No. in Reg. Book. Survey held at London Date, first Survey 25th May Last Survey 18th July 1892
on the Machinery of the S.S. Inanda Master Flint No. of Visits 4
 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 & Son Port Aberdeen Voyage _____
 Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100 A1
 in Donkey Boiler _____ (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
 Last Survey No. _____ Port _____ +LMC 6.88.

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 +LMC 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 21/7/1892
 Survey Fee (per Section 28) £ 5 : - : -
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :
 Received by me, 22/7/1892

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

State if Certificate is required _____

Committee's Minute _____

Signed Deferred for completion

FRI 2 DEC 1892

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Lloyd's Register Foundation

WON696-0460

It is submitted that this

vessel WILL BE eligible for

the record + L.M.C. 7.92

When the main and donkey

boiler safety valves have

been adjusted on other

vessels return from

her present voyage

in about 3 months

time.

Cert.

24.7.92

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.

P. H.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.