

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

(Received at London Office 15/9/93)

Date of writing Report 15. 9. 93. When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey 7 Last Survey Sept. 14 1893 (No. of Visits 1)

71 on the Machinery of the Wood, Iron or Steel S.S. "Inanda" Master

Tonnage { Gross 1704 Net 1075 Vessel built at Aberdeen By whom Hall Russell & Co When 1888 - 6

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

No. of Main Boilers Owners J. S. Rennie & Son Port Voyage

Steam Pressure in Main Boilers 160 lbs. X Surveyed Afloat or in Dry Dock Union (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years allowed to expire.	Machinery and Boiler Surveys (including date of N.B., if any).
- 100 A1 spar deck		- L.M.C. 7. 92
4. 93		
S.S. for hot - 92		

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " " "

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

Vessel placed in dry dock sea combs. examd. Found in good condn. the propeller & its fastenings sound & the tail shaft a good fit in stern bush.

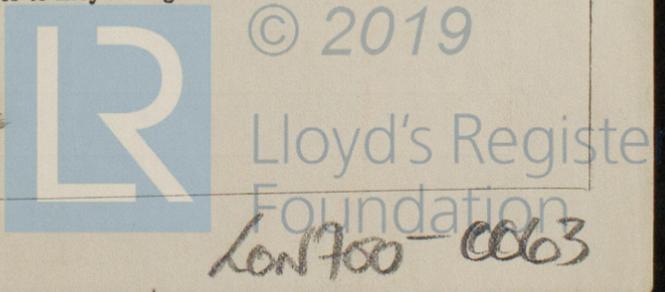
General Observations, Opinion, and Recommendation: - As far as seen this vessel

(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. 9,02, B.&M.S. 9,02 or X.L.M.C. 9,02, as the case may be.)  
appr: eligible to remain as classed.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 24)	£	✓	✓	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

Received by me, Geo. E. Wisemson Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is Required  
Committee's Minute FRI 22 SEP 1893  
Assigned as now



16-LRPH-JRM No. 9-Transfer Ink-10/000, 20/1/92. \*Certificate to be sent to... (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

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.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.

*Int  
20/9/93*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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