

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

Date of writing Report *June 26* 18 *94*. When handed in at Local Office 18 *94* Port of *London*

No. in Reg. Book. *151* Survey held at *London* Date, First Survey *May 22* Last Survey *June 21* 18*94*

on the Machinery of the *Wood, Iron or Steel* *S.S. "Imyoni"* Master *Maart*

Tonnage { Gross *1945* Net *1250* Vessel built at *Abrdn.* By whom *Hall Russell & Co* When *1890-10*

Registered Horse Power *250* Engines made at *do.* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*

No. of Main Boilers *2* Owners *J. L. Rennie & Son* Port *Aberdeen* Voyage *Natal*

Steam Pressure in Main Boilers *160 lbs* in Donkey Boiler *80 lbs* If Surveyed Afloat or in Dry Dock *Union Dry Dock & London Dock*

Last Survey No. *S.S. No. 1.* Port *London*

Particulars of Examination and Repairs (if any) *S.S. No. 1.*

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? *160 lbs per sq*
Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*
To what pressure were they afterwards adjusted? *80 lbs per sq*

If the Survey is not complete state what arrangements have been made for its completion? *To be completed on vessels return to the U.K.*

*Vessel placed in dry dock sea countries: exd. & found in good condn.
propeller removed, tail shft: drawn " " " " "
New solid brass propeller: now fitted
Examined Main & Donkey Boilers internally & externally & safety valves
all in good condition except the centre furnace of the port Boiler which
had a crack about 5 inches long in one of the corrugations. The cracked
part has now been cut out & a patch has been securely welded on.
The safety valves were adjusted under steam.*

*To complete the survey. the cylinders, pistons, slide valves, pumps, condenser
brank, thrust & rudder shafting & big connections etc examined*

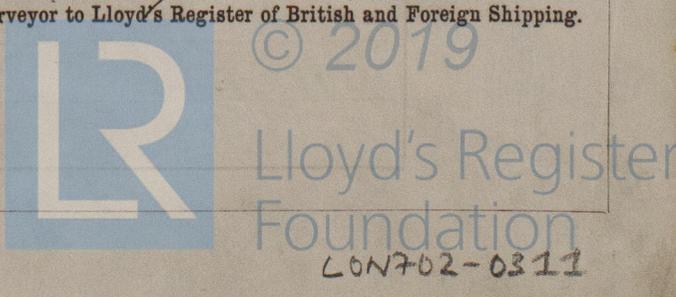
General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now as
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book; consequent upon this survey:
thus, for example, B.S. 9, 92, B.&M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)
far as seen in good condition & in our opinion the vessel is eligible to remain
as classed with record *L.M.C. 6, 94* when the survey has been completed*

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ *5* : *0* : *0*
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
*State if Certificate is Required

Fees applied for
27/6/1894
Received by me,
29.6.1894

W. Sabrow and
Geo. E. Wisemason
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI 29 JUN 1894*
Assigned *As now*



State if a report is also now sent on the Ship or if not whether, and when, one will be sent.

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