

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

MON. 12 AUG 1895

Date of writing Report Aug 10<sup>th</sup> 1895 When handed in at Local Office Aug 10<sup>th</sup> 1895 Port of Aberdeen

No. in Reg. Book. 6 Survey held at Aberdeen Date, First Survey March 20<sup>th</sup> 1895 Last Survey Aug 10<sup>th</sup> 1895

on the Machinery of the Wood, Iron or Steel S.S. Tabulamangi Master J. W. Watling

Tonnage { Gross 1037 Net 980 Vessel built at Aberdeen By whom Hall Russell When 1882-5

Registered Horse Power 194 Engines made at Aberdeen When 1882 Boilers, when made (Main) 1888 (Donkey) 1888

No. of Main Boilers 2 Owners J. L. Pennie & Son Port Aberdeen Voyage London

No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Aberdeen Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 160 in Donkey Boilers 90

Last Survey No. Completion Port Aberdeen

Particulars of Examination and Repairs (if any) S.S. No 3

(Periodical Surveys, when held, must be reported in detail and serially 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. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A 1.12.98		+L.M.C. 6.90
open deck		+N.B. 10.88
S.P. Lox No 2.90		B.S. 3.95

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?

Has the propeller shaft been drawn and examined at this time?

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

See London Reports No 55928

Examined the Low Pressure crankpin, thrust shaft - L. Pressure cylinder, piston & slide valve also the bilge suction & discharge valves - This completes the survey as per letter of the 13<sup>th</sup> of March -

Repairs due to wear & tear. - The whole of the shafting lined up, the bed plate being moved slightly in order to carry this out. The suction leading to the after hold & the after well altered to suit present day requirements - an additional well & suction being formed at the after end of tunnel; formerly this drained through a hole into the after hold. -

General Observations, Opinion, and Recommendation: -

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4.04, B.M.S. 4.04 or L.M.C. 4.04, &c.)

This vessel's machinery appears to be in good condition, eligible in my opinion to remain as classed & to have the notation of +L.M.C. recorded with date - ? should this not be +L.M.C. 10-94

Office of Registration Fee (per Sec. 27) Paid Fees applied for 18

Survey Fee (per Section 28) London Received by me, 18

Special Damage Fee (per Section 28) London

Travelling Expenses (if chargeable) £

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

\*State if Certificate is required TUES. 13 AUG 1895

Committee's Minute Assigned + L.M.C. 3.95

MACHINERY CERTIFICATE WRITTEN.

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

18-LRPH-Report No. 9-Transfer Ink-5,000, 3/4/95.  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)



5006 gbr  
on account of Wear & Tear  
all shafting belimed.  
Suction leading to after hold  
altered.

It is submitted that  
this vessel is eligible for

THE RECORD. + LMC 3.95

9992

12.8.95

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation



S.S. Sabulamange

far as the light-maki line - The bottom examined cleaned & painted. - The tanks of the double bottom tested as per rule & afterwards cleaned out, cement washed & examined & put in order - The mast-wedges removed, & the masts, spars, rigging and general equipment examined with satisfactory results. - The decks examined & renewed. -

The requirements of Circular No 880 complied with. - The steam steering gear & windlars are in good order - The chain cables ranged & found to be 270 fms long x  $1\frac{3}{4}$ " bare in diameter. - Pulley size 240 fms  $1\frac{1}{8}$ " dia. -

In view of the general good condition of the steel plating it was not considered necessary to dress it at this survey. -

Repairs due to wear & tear

The main deck renewed from the stem to the fore end of the after deck house of poop. - Several deck planks renewed on each side of the bridge house - all decks caulked - The warning plate & angle bar at the bottom of the boiler casing in the way of the main deck partly renewed, the plates at the top in the way of the bridge deck also partly renewed. This is on both sides of the ship - Six floors in the double bottom under the boilers & three longitudinal girders on each side renewed. - These floors consist of 8 intercostal plates each - Four shell plates on each side removed to facilitate these repairs & replaced, the cement renewed in the way of the same & this tank retested with good results. - Two plates, one on each side of the rudder, partly renewed. - The rudder rebushed where necessary. -

Francis Pickton  
Andrew Main