

REPORT of SURVEY for REPAIRS, &c.

No. 50629 Date of Writing Report 16th May 1890 Port of London Received in London Office, SAT 17 MAY 1890
 No. in Reg. Book. 2 Survey held at London Date, First Survey 5th April Last Survey 12th May 1890
 (No. of Visits 19) Master J. W. Watling

on the Iron Screw Steamer DABULAMANZI Built at Aberdeen By whom Hall, Russell & Co. When 1882
 Owners J. J. Reunice & Son Port belonging to Aberdeen

TONNAGE:— NET 980 GROSS 1537 UNDER DEK. 998
 Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Shames Iron Works Destined Voyage Natal

Length of Poop ft. : of Forecastle ft. : of Raised Or. Deck ft. : Moulded Depth ft. : ins. 5
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 50142 Port London S. S. No. 1 Lm. 86
 Classed Spar deck 100 A1
+ LMC 10.88
+ NB 88

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer 5 ft 9 ins.
 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.) as painted on Ship in Winter 5 ft. 11 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage & S. S. No. 2

This vessel has been examined in the Shames Iron Works, Dry Dock, and afloat in the London Docks, and in consequence of damage alleged to have been sustained through striking the Bar at Natal on the 24th February 1890, has now undergone the following repairs, viz:—

The stern frame removed, and a fracture in the lower part of the rudder post repaired by welding, and the frame replaced. Three plates on the starboard side and one on the port side, and two counter plates, and eleven planks in the spar deck extending from the skylight to the stern removed to effect the repairs and afterwards replaced, the planks by new. The angle iron collar to the bottom of the rudder trunk renewed.

The starboard bilge keel repaired. The bottom of the vessel cleaned and painted. The lower part of the rudder plating renewed, and the second (sharp) plating from the top riveted. The boss plates repaired on each side on the stern post with a sharp.

PRESENT CONDITION OF THE				P. T. O.	
Decks	<u>And</u>	Plank (Bottom) & Counter	<u>And</u>	Ceiling	<u>And</u>
Waterways	<u>"</u>	Freeboards or Rivets	<u>"</u>	Rudder	<u>"</u>
Comings	<u>"</u>	Breasthooks & Stemson	<u>"</u>	Windlass & Capstan	<u>"</u>
Up'r Dk. Beams & Fastenings	<u>"</u>	Transoms, Pointers, & Crutches	<u>"</u>	Pumps	<u>"</u>
Low'r Dk. Beams & Fastenings	<u>"</u>	Timbers of Frame at the openings	<u>"</u>	Cement (if Iron Ship)	<u>"</u>
Planksheers	<u>"</u>	Ditto ditto at other places	<u>"</u>	Caulking of Bot'm, D'k, & Wat'rways	<u>"</u>
Sheerstrakes	<u>"</u>	Keelsons	<u>"</u>	Copper, or Y.M. (State if on Felt.)	<u>"</u>
Topsides	<u>"</u>	Clamps & Shells	<u>"</u>	When put on	<u>"</u>
Wales	<u>"</u>				
Engine Room Skylights	<u>And</u>	Coal bunker, Openings, Lids, &c	<u>And</u>	Scuppers	<u>And</u>
				Cargo & Main Hatchways	<u>And</u>
				Hatches	<u>"</u>

General Observations, Opinion as to Class, Recommendation, &c. :

This vessel is in a sound and efficient condition and eligible in my opinion to remain as classed, and to have notation of S. S. No. 2, Lm. 90.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, 17/51 1890
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	5	10	Received by me, 31/5 1890
Special on Damage Fee (if any) (per Sec. 28)	£	6	6	
Per damage Report 16 May 1890	£	:	5	
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any) <u>Spar. Exam.</u>	£	—	10	

Committee's Minute TUES 20 MAY 1890
 Character assigned 100 A1
+ LMC 5/90
SS No 2-90

Chas. H. Jordan
 Surveyor to Lloyd's Register of British & Foreign Shipping.
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 LON1889-0331

50629 *Lon*L. L. No. 2.

All the ceiling has been lifted in the holds and cross bunker, the tops of the double bottom tanks cleaned and coated, the limbers along the sides of the tanks cleaned out, the cement examined, and the floors cleaned and coated. The sides of the holds and bunker have been sealed & painted.

The ceiling has been lifted in the side bunkers as per Rule, the limbers there along the sides of the tanks cleaned out, the cement examined, and the floors cleaned and coated. The sides of the bunkers have been sealed & painted.

The top of the double bottom tank under the engine, boiler and stokehole has been cleaned and coated, and the limbers along the sides of the tank, and well at after end of same have been cleaned out, the cement examined, and floors & framing cleaned & coated. The sides in the boiler space and stokehole have been sealed & painted.

The double bottom tanks have been emptied, cleaned out, the ironwork cleaned, that under the boiler being sealed, and all coated with cement wash, and the tanks tested under pressure.

The forecabin has been cleaned and painted, and the fore peak & lazarette examined and found in good order. The compartment at the after end of the shaft tunnel has been cleaned & coated.

The rudder head was found to be very much worn in way of the deck plate, a new head has been welded on, the pintles faired up, and brass bushes shrunk on to them, and the gudgeons bushed with lignum vitae.

Four planks of the ~~main~~^{spar} deck in the alley ways of the bridge have been renewed on each side of the vessel.

The masts & spars have been examined, the fore topsail yard renewed, and also the lift blocks, and fore stay & fore topmast stay bitts; and the rigging overhauled and made good where required.

The chain cables have been ranged and examined, and 15 fathoms found to be deficient, but this length has now been supplied, with a Certificate of test, of which the following are particulars, viz:—

No. of Cert. 8329. South Dock, Sunderland, 27th Feb. 1890. 15 fathoms $1\frac{3}{4}$ " *Rule size*

Stud link Chain Cable. Breaking strain $77\frac{1}{2}$ tons. Tensile strain $55\frac{1}{8}$ tons.

Mark 16. 17. 89. RWCEPT 77. 22. 8329. 55. 22. B & T.

Per Morgan & Medhurst. (Sd.) J. Hartman Supl.

Chas. H. Jordan