

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

50629

(Received at London Office, SAT 10 MAY 1890)

No. *2* Date of Writing Report *9. 5. 90* 18 Port of *London*
 No. in Reg. Book *2* Survey held at *London* Date, first Survey *Apr. 8* Last Survey *May 9 1890*
 on the Machinery of the *S. S. "Dabulamauzi"* Master *Hall Russell & Co* No. of Visits *9*
 Tonnage Gross *1537* Net *980* Vessel built at *Abdn.* By whom *Hall Russell & Co* When *1882-5*
 Registered Horse Power *200* Engines made at *"* When *1888* Boilers, when made (Main) *1888* (Donkey)
 No. of Main Boilers *2* Owners *J. S. Kinnin & Sn.* Port *Abdn.* Voyage
 Steam Pressure in Main Boilers *160 lbs.* If Surveyed Afloat or in Dry Dock
 in Donkey Boiler *55* (State name of Dock.) Class of Vessel & Machinery *100 A1.*
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) - *L.M.C. 10.88*
 - *1-NB88*

Last Survey No. *SS Lion No 1-86* Port *SS Lion No 2*

Particulars of Examination and Repairs (if any) *S. S. No 2.*
 (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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
 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?

Vessel placed in dry dock, sea connections examd. Found to be in good condn. On acct. of the Stern frame being broken, the tail shaft was drawn & examd. found in good condn. Stern tube do. propeller found to be split, a new propeller has now been fitted to old shaft, the stem bush renewed & the whole replaced after completion of repairs to Stern Frame

Main boilers examd. internally & externally. Found in good condn. Safety valves in good condn. & set under stn. to 160 lbs. Examd. cylinders, slides, air, circuitry, feed & bilge pumps & valves, all found in good condn. Crank shaft examd. found free from flaws, but showed signs of not entering true in journals recommend. it to be properly adjusted & the whole of shaftg. fore & aft. made true which has been done.

Winch boiler examd. the crown of boiler found somewhat corroded & a portion of side, this has been fitted with a corrug. plate & a 3" angle iron in crown. Safety valves in good condn. & set under stn. to 55 lbs.

General Observations, Opinion, and Recommendation:—

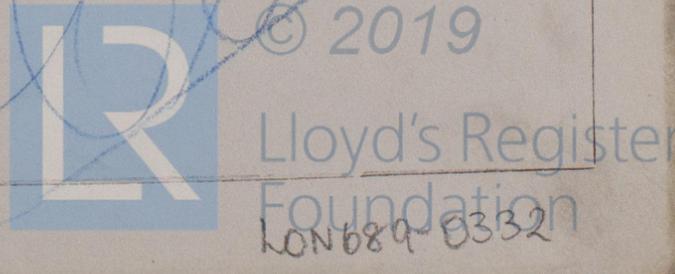
The machinery being now in good & safe working condn. renders the vessel eligible in my opinion to be marked with *L.M.C. 5.90.*

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 4 : 10 : -	104 17/5 1890
Special Damage Fee (per Section 28)	£ 3 : 3 : -	
*Certificate (if required) as per margin	£ : 5 : -	Received by me,
Travelling Expenses (if chargeable)	£ : : -	18

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

Committee's Minute **TUES 20 MAY 1890**

Assigned *+ Amble 5/90*



State if a Report is also now sent in the Ship or if not when, and when, one will be sent.

T. & S. Form No. 9 - Transfer Fee 300, 61219
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 *Certificate to be sent to

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

It is submitted that this vessel is eligible to have + Lmcs. 90 recorded.

A.L.S.
19. 5. 90
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