

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

51532

(Received at London Office,

MON 2 FEB 91

No. in Reg. Book. *Survey held at London* Date, first Survey *Dec: 29/90* Last Survey *Jan: 28 1891*  
 8 on the Machinery of the S.S. "*Dabulamauzi*" Master  
 Tonnage } Gross *1537* Vessel built at *Aberdn.* By whom *Hall Russell & Co.* No. of Visits *11*  
 Net *980* Engines <sup>Ship</sup> made at *"* When *1888* Boilers, when made (Main) *1888* (Donkey)  
 Registered Horse Power } *200* Owners *J. J. Rennie & Son* Port *Aberdn.* Voyage  
 No. of Main Boilers }  
 Steam Pressure in Main Boilers *160lbs.* Surveyed Afloat & in Dry Dock *J. J. Wks & Affs.* Class of Vessel & Machinery *100A1.*  
 in Donkey Boiler (State name of Dock.)

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)  
*L.M.C. 5.90*  
*N.B. 10.88*  
*SS. Lon: No 2-90*

## Particulars of Examination and Repairs (if any)

(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 contents: exd. & found to be in good condn.; the propeller & its fastenings sound & the tail shaft a good fit in Stem bush.

The After part of the Engine soleplate found to be loose, extra bolts have now been fitted & found to be satisfactory when Eng. were moved under strn: New steam pipes, (Main) have now been fitted having previously been tested by hyd. press: to 350lbs & crank shaft: exd. found to be flawed in fillet of after web.

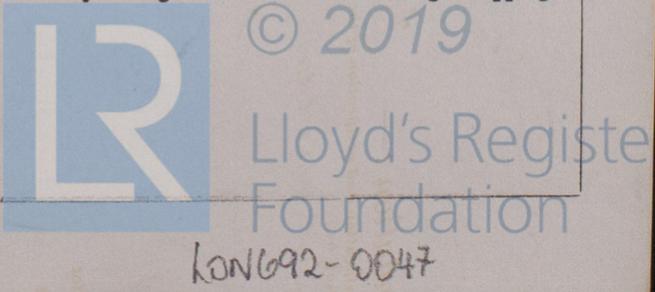
A new shaft: now fitted, the three lengths being bolted together & turned up in lathe, shafting made livable from tail end coupling to Fore end of crank shaft.

General Observations, Opinion, and Recommendation:— *The machinery being now in good & safe working condn. as far as seen, the vessel appears eligible to remain as classed.*  
 (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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for	
Survey Fee (per Section 28)	£	✓	✓		18
Special Damage Fee (per Section 28)	£	:	:		
*Certificate (if required) as per margin	£	:	:		Received by me,
Travelling Expenses (if chargeable)	£	:	:		18

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

Committee's Minute *FRI - 6 FEB 91*  
 Assigned *as now*



State if a report is also sent or if not whether, and when,

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.A.

2-2-91

