

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

(Received at London Office)

Date of writing Report 3.7.94 18 When handed in at Local Office 18

No. in Reg. Book. Survey held at London Date, First Survey Apr. 24 30 Last Survey May 23 1894 (No. of visits 29) Port of London

on the Machinery of the Wood, Iron or Steel S. S. Dabulamurzi Master YEAR. MONTH. 1882 - 65

Tonnage Gross 1537 Net 980 Vessel built at Abn. By whom Hall Russell & Co When 1882 Boilers, when made (Main) 1888 (Donkey) 1892

Registered Horse Power 200 Engines made at a. When 1882 Boilers, when made (Main) 1888 (Donkey) 1892

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

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 160 lbs. If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Survey No. 54942 Port Lon Particulars of Examination and Repairs (if any)

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
-1-100 A1		-1-L.M.C. 5.90
12.93		
S.S. Lon. No 2-90		-1-NB 10.88
spar deck		

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?

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

Examined the tunnel, thrust & crank shafts (for damage), Found: + Int. crank shfts. found to be badly flawed, recommended, two new lengths of shaft to be fitted + all the shafting laid up fore + aft. which has been done. Two new crank shft. hasses now fitted.

General Observations, Opinion, and Recommendation:— As far as seen this vessel (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. 494, B.M.S. 494 or L.M.C. 494, 140 lb., F.D., &c.)

appr. eligible to remain as classed.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 27/6 1894

Survey Fee (per Section 28) £ : : Received by me. 29/6/94

Special Damage Fee (per Section 28) £ 3 : 3

Travelling Expenses (if chargeable) £ : :

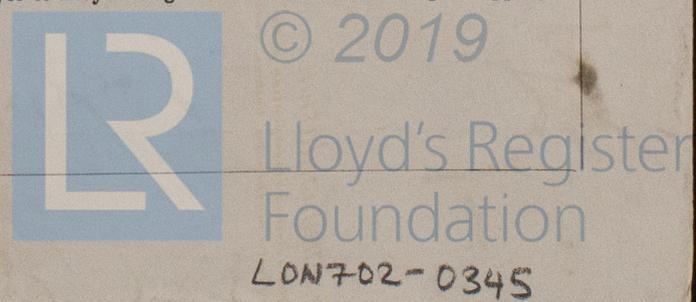
Geo. E. Mirensen
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

* State if Certificate is required.

Committee's Minute FR. 6 JUL 1894

Assigned [Signature]

2. Delay Inquire



16—LRH—Form No. 9—Transfer Ink—5,000, 4/4/94. (The Surveyors are requested not to write on or below the spaces for Committee's Minute.) or if not whether, and when, one will be sent.

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

No 3 dup 5, 94

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.

It is submitted that
this vessel is eligible to
remain AS CLASSED.

On acct of the forward and
intermediate crank shafts being
found badly flawed -

New ones were fitted

W.A

4 7 94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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