

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

Date of writing Report 3. 7. 94 18
When handed in at Local Office 18

(Received at London Office)
Port of London

No. in Reg. Book. Survey held at London
Date, First Survey Apr. 24 30 Last Survey May 23 1894

6 on the Machinery of the Wood, Iron or Steel S. S. Dabulamauzi Master

Tonnage { Gross 1537 Net 980
Vessel built at Abn. By whom Hall Russell & Co When 1882 - 65

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

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

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock (State name of Dock.)

Steam Pressure in Main Boilers 160 lbs.

in Donkey Boilers 90 lbs.

Last Survey No. 54942 Port Lon.

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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 lined up fore + aft which has been done. Two new crank shft. hasses now fitted.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
-1- 100 A1 12.93 S.S. Lon. No 2-90 spar deck	-1- L.M.C. 5.90 -1- N.B. 10.88

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.)

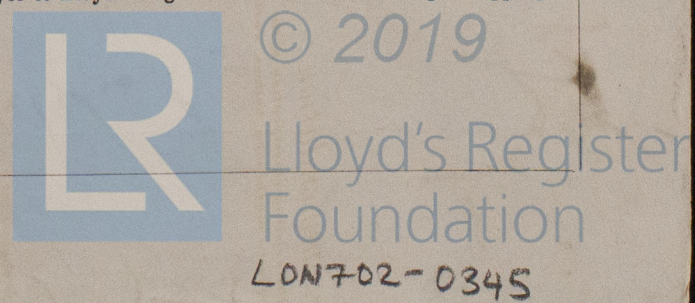
appr. eligible to remain as classed.

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ 3 : 3 :
Travelling Expenses (if chargeable) £ : :

Fees applied for 27/6 1894
Received by me 29/6/94

Signature: 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



16—Lloyd's Register Form No. 9—Transfer Ink—5,000, 4/4, 1/4. The Surveyors are requested not to write on or below the space for Committee's Minute. \* Certificate to be sent to 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

M.A

4-7-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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