

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

(Received at London Office)

Date of writing Report 1884 When handed in at Local Office 1884 Port of London

No. in Reg. Book. 6 Survey held at London Date First Survey Oct 11 - Last Survey Oct 17 1884

on the Machinery of the Wood, Iron or Steel S.S. Dabulamarzi Master J.W. Walling

Tonnage Gross 1337 Net 980 Vessel built at Aberdeen By whom Hall Russell & Co When 1882 - 5

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

No. of Main Boilers 2 Owners J.F. Rennie & Sons Port Aberdeen Voyage Natal

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Bridge Dry Dock

in Donkey Boilers 90 lbs

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years Assigned	Machinery and Boiler Surveys
For Special Survey.		
Date of last Survey and of Periodical Surveys.		
+100 A1		NB 10,88
3 par Dk 12.93		LMC 5,90
33 par 17.2.90		

Last Survey No. Port

Particulars of Examination and Repairs (if any) S.S. 1703 in part

(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?

The Survey will be completed on return from Natal.

Examined Propeller, Sternbush, Tail Shaft & Sea Connections, & Tunnel Shafts.

All liners on Tail Shaft found slack, some cut off, Shaft lined up in lathe, new liners fitted. After length of Tunnel Shafting lined up in lathe, new coupling bolts fitted to same, plummer block relined with white metal, & Sternbush rewooded.

General Observations, Opinion, and Recommendation:— This vessel's machinery (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. 4,04, B.&M.S. 4,04 or L.M.C. 4,04, 14,04, F.D., &c.)

so far as seen is in safe working condition & eligible in our opinion to remain as classed & to have the Examination of the Propeller, Sternbush, Tail Shaft & Sea Connections noted as part S.S. 1703

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	18

Received by me,

A. Ruck Keene

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

*State if Certificate is required

Committee's Minute FRIDAY 26 OCT 1894

Assigned

TUES. 13 AUG 1895
TUES 19 MAR 1895

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Lloyd's Register
Foundation

LON 703 - 0297

on acct of wear & tear

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.

A few moderate repairs were effected to
the Machinery

It is submitted that
this vessel is eligible to
remain AS CLASSED, and the
examination of the pumps, steam
hull & screw shaft be noted
as part of S.P. No 3

M. A.
23-10-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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