

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

Date of writing Report 21st Jan 96 When handed in at Local Office 18 Port of London 25 JAN 96

No. in Reg. Book 6 Survey held at London Date, First Survey 17 Jan Last Survey 20 Jan 1896

on the Machinery of the Wood, Iron or Steel A. A. Dabulamanzi Master J. W. Watling

Tonnage Gross 1537 Net 980 Vessel built at Aberdeen By whom Hall Russell & Co When 1882 - 8

Registered Horse Power 197 Engines made at Aberdeen When 1882 Boilers, when made (Main) 1888 (Donkey) 1892

No. of Main Boilers 2 Owners J. I. Rennie & Co Port Aberdeen Voyage Natal

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

Steam Pressure in Main Boilers 160 lb in Donkey Boilers 90 lb

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

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and serialim 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? No

Do. " Donkey " " No

If this was not done, state for what reasons? Not open for survey

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?

Has the propeller shaft been drawn and examined at this time? No

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

Vessel placed in dry dock. Examined pistons, valves, and all sea connection fastenings & found satisfactory

General Observations, Opinion, and Recommendation: The Machinery of 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. 1,01, B.&M.S. 1,01 or L.M.C. 1,01, 140 lb., F.D., &c.)
as far as seen, is now in a safe working condition and eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	
Received by me, <u>Thomas R. MacRae</u> Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.				

*State if Certificate is required.

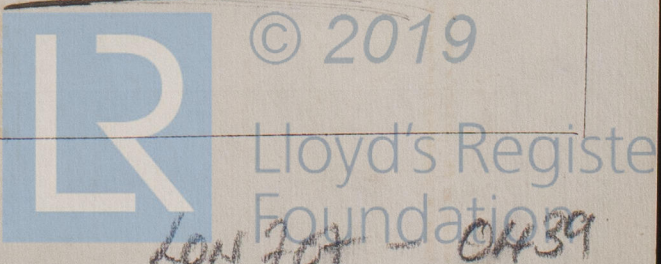
Committee's Minute TUES. JAN 28 1896

Assigned as now

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

19-LPH-Report No. 9-Transfer Ink-5,000, 3/4/95. *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
remain AS CLASSED.

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.

Ans.
25-1-96.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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