

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

(Received at London Office 13 MAY 1929)

Date of writing Report 24-4-29 When handed in at Local Office 19 Port of Karachi

Survey held at Karachi Date, First Survey 20-4-29 Last Survey 23-4-29 19 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel Screw Hopper Dredger " RUKAMAVATI "

Age { Gross 412
Net 143

Vessel built at Leith By whom H. Robb Ltd. When 1926

Engines made at Leith By whom J. Cran & Somerville Ltd. When 1926

Boilers, when made (Main) 1926 (Donkey) -

Main Boilers 1 Owners H.H. The Maharao of Cutch Owners' Address (if not already recorded in Appendix to Register Book) Port Bombay Voyage Cutch

Donkey Boilers - Managers -

Pressure- 130

Main Boilers 130

Donkey Boilers -

If Surveyed Afloat or in Dry Dock Giles Dry Dock (State name of Dock.)

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.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100 A1 Hopper Barge 2,26		<input checked="" type="checkbox"/> LMC 2,26
For service in the Gulf of Kutch		

Report No. Port

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on damaged parts (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has examined the machinery for this purpose, and why they were declined?

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NO

Donkey " " "

not done, state for what reasons? Screw Shaft survey and sea connections only.

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Shaft has now been drawn and examined? Yes Is it fitted with continuous liner? NO Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Shaft has been changed? No If so, state reasons

Shaft has now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Clearance between main shaft or bearing metal of stern bush and top of after bearing of screw shaft? 1/16" bare

When complete, state what arrangements have been made for its completion and what remains to be done?

The screw shaft was drawn for examination and checked for wear, and afterwards replaced.

The shaft was again examined prior to replacing the oil gland and found to be in order.

All sea cocks and valves and their fastenings were examined and found in good order when inspected when closed.

Observations, Opinion, and Recommendation:—

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 in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.&H.S. 9,11, or L.M.C. 9,11, &c.)

In view of the fact that as the sea connections and tail shaft are concerned the vessel is in my opinion eligible to remain as at present classed, with the record Tail Shaft seen 4,29.

RE, 45-0-0

Pair Fee (if any) 4-0-0

Total 49-0-0

Fees applied for 24-4-29

Received by me, 19

Minute FRI. 24 MAY 1929

As now

TUE. 23 JUN 1929

001938-002946-0103



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

Is a Certificate required? If so, to be sent to

Atkin

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 to cause it to show through to the other side.

*It is submitted that
this vessel is eligible to
remain as CLASSED.*

(S)
21/5/29

S.4.29.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation