

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

(Received at London Office 9 SEP 1926)

Date of writing Report 2-9-26 When handed in at Local Office 2-9-26 Port of Middlebrough

No. in Reg. Book. 68398 Survey held at Middlebrough Date, First Survey 23.6.26 Last Survey 2-9-1926 (No. of Visits 23)

on the Machinery of the Wood, Iron or Steel T. S. M. V. "Dumana"

Tonnage { Gross 8427 Net 5112 Vessel built at Glasgow By whom Parlay, Cule & Co. Ld. When 1923.3

Nominal Horse Power { 1065 Engines made at do By whom N.B. Diesel Eng. Wks. Ld. When 1923

No. of Main Boilers 1 Boilers, when made (Main) (Donkey) 1923.

No. of Donkey Boilers 1 Owners British India Steam Navigation Co. Ld. Owners' Address India

Steam Pressure in Main Boilers ✓ Managers ✓ Port Glasgow Voyage India

in Donkey Boilers 100 If Surveyed Afloat ✓ In Dry Dock Southbank & Middlebrough Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____ Comp. Modified _____

Particulars of Examination and Repairs (if any) LMC & repairs

(Periodical Surveys, when held, must be reported in detail and serially 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 summarized at the end of the report. State also the dates and initials of any letters respecting this case. H 17/6/26 & 9/7/26.)

CHARACTER.	Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1</u>	<u>2.26.</u>	<u>+LMC3-23.</u>
		<u>CL</u>
		<u>Oil Engines</u>

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined ✓

Was a damage report made by anyone else? If so, by whom? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

Do. " Donkey " " " " Yes

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? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? None

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

Has screw shaft now been drawn and examined? Yes are they fitted with continuous liners Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No If so, state reasons ✓

Has the shaft 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? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Lower part rewooded.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete.

Now done. All cylinder covers, with their valves & gear and reversing gears examined, all cylinder liners, pistons, rods, cooling gear & crosshead bearings examined. Port Engine Crank, thrust, tunnel shafting, con rods & main compressor examined. Starboard engine, 2 Crank pins, journals and their brasses and one tunnel shaft bearing examined. Nos 2 & 3 generators examined. All pumping machinery and their motors examined, fuel & daily service tanks with their fittings etc examined externally as far as possible. air receivers and blast air bottles examined internally, air pipes examined. The propellers, sc: shafts, sternbushes and sea connections and fastenings examined. The donkey boiler

General Observations, Opinion, and Recommendation:— This vessels machinery is eligible in our opinion to remain as classed with fresh record of + LMC (M) 10.25, note sc: shafts. CL. 9-26. NHP 1100; DBS 9-26. Ayl Sea 26 "1/16"

Survey Fee (per Section 28) <u>LMC (M)</u> <u>DBS</u>	£ <u>11</u> - - -	Fees applied for <u>8.9.1926</u> Received by me, <u>27.10.1926</u>
Special Damage Repair Fee (if any) (per Section 28.)	£ <u>2</u> - - -	
Travelling Expenses (if chargeable)	£ <u>7</u> - - -	

Committee's Minute FRI. 17 SEP 1926

Assigned + LMC (M) 9.26
DBS 9.26

W. H. Roberts & Co. Ltd.
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

examined throughout and found in good working condition. any air compressors examined as far as possible. Exhaust Heat boiler removed and a new one fitted.

Repairs. All cyl liners withdrawn, rebored, refitted. New pistons and rings fitted, new die of Cylinder liner 26 ¹/₁₆. Piston studs now of Nickel steel instead of mild.

Piston cooling gear altered from cone nipple joint passing through flange of piston rod to a bracket jointed directly to face of piston. Piston rod flange cut away to accommodate same. All fuel, inlet, exhaust and air starting valves overhauled and ground in, rocking motion and cam gear overhauled & new pins fitted as required, exhaust manifolds scaled & painted, lower halves of all crosshead bearings re-installed an extra bearing fitted to vertical driving shaft, a new exhaust heat boiler fitted. see Glasgow Rpt 45802. Maker The Forth Shipbuilding & Eng Co. Ltd. WP 30 lbs. Oct No 14166. Safety valves adjusted to 30 lbs. □

The manoeuvring of the engines tested under working conditions and found satisfactory.

Covers 3 off each hand carried as spare.

In event of the Owners retaining the Society's class when the No. 1. Survey becomes due, the parts of the machinery now examined might be accepted towards the Survey.

W.H.A.

Modified Survey of oil engines due

3.25, party held 10.25, now re-held 10.11.1917

see 3.27 party held. Main byine splinters
board & pistons renewed. Waste heat boiler altered.

+ L.M.C. (M) 9.26.

M.S. 9.26.

Both 5 9.26.

N.H.P. 1110

+ L.M.C. 9.26 when

the survey has been

completed.

W.H.A.

16/9/16



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