

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

(Received at London Office

16 SEP 1935

of writing Report 24-8-1935 When handed in at Local Office 24-8-1935 Port of Baluchta  
 in Survey held at Baluchta Date, First Survey and Last Survey 23-8-1935  
 76 on the Machinery of the Wood, Iron or Steel S.S. "DOGRA" (No. of Visits one)

Gross 5138 Vessel built at Port Glasgow By whom Russell & Co Ltd When 1914-8  
 Net 3281 Engines made at Greenock By whom Rankin & Blackmore When 1914  
 442 Boilers, when made (Main) 1914 (Donkey) 1914  
 in Boilers 253 Owners Sold to Japan for breaking up Owners' Address \_\_\_\_\_  
 key Boilers 1 Managers Purposes. (if not already recorded in Appendix to Register Book.)  
 Boilers 180 If Surveyed Afloat or in Dry Dock Afloat - Kicarpore Particulars of Classification (which must be inserted  
 key Boilers 100 (State name of Dock.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned no or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1-1,34</u>		<u>+L.M.C-9,31</u>
<u>SB bal No 3-11,26</u>		<u>DBS-3,34</u>
<u>SB bal No 1-31</u>		<u>M.B.S-5,39</u>
		<u>CL-1,34</u>

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Interim Certificate  
 Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the  
 Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on  
 of Damage (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.  
 cases where the Surveyor has not made a special damage report he is required to state whether he  
 his services 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? \_\_\_\_\_  
 " Donkey " " " \_\_\_\_\_  
 is not done, state for what reasons? \_\_\_\_\_  
 parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_  
 special means, in the absence of internal examination, were adopted by the }  
 to assure himself of the thorough efficiency of those parts of each Boiler? }  
 date of internal examination 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 Boilers? \_\_\_\_\_  
 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 now been drawn and examined? \_\_\_\_\_ Is it fitted with continuous liner? \_\_\_\_\_ Is an approved appliance fitted at the after end of }  
 the shaft to permit of it being efficiently lubricated? }  
 shaft now been changed? \_\_\_\_\_ If so, state reasons \_\_\_\_\_  
 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 of examination of Screw Shaft \_\_\_\_\_ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft \_\_\_\_\_  
 Engine parts, when referred to by numbers, should be counted from foreward.  
 Survey is not complete, state what arrangements have been made for its completion and what remains to be done See Baluchta letter addressed  
The Secretary dated 24-8-35

Port boiler examined internally and found in good order.  
In view of the condition of this boiler it was not considered  
necessary to open up either the star main boiler or the donkey  
boiler.  
A general examination has been made, so far as is  
practicable, of the main & auxiliary machinery without dismantling  
and the star & donkey boilers have been examined under  
steam. It is considered that the machinery is in safe &  
efficient condition for the voyage to Japan.

General Observations, Opinion, and Recommendation:— In my opinion, the 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. 9,11, B.&M.S. 9,11, or L.M.C. 9,11,  
 140 lb., F.D., &c.)  
This vessel is in safe & efficient condition for the voyage to Japan  
and eligible to remain as classed without fresh record. To proceed  
to the Straits of Malacca, China & intermediate ports.

Fee (per Section 29) Rupies 100/-  
 Damage or Repair Fee (if any) £ \_\_\_\_\_  
 (per Section 29.)  
 Printing expenses (if chargeable) £ 48/-

Fees applied for  
24-8-1935  
 Received by me,  
 \_\_\_\_\_  
 19 \_\_\_\_\_

J. Beley  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_  
 Signed Deferred \_\_\_\_\_  
 FRI. 27 SEP 1935 FRI. 13 DEC 1935

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

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

Engines & Boilers again  
carefully examined  
Proceeding to Japan for  
remolition.

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.

Submitted action be  
referred.

JJA  
24/9/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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