

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 Bombay
in Bombay Survey held at Bombay 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 Purposes.
key Boilers 1 Managers Purposes. Port Purposes. Voyage Purposes.
Boilers 180 If Surveyed Afloat or in Dry Dock Afloat - Kidarpor Particulars of Classification (which must be inserted
key Boilers 100 (State name of Dock.)

Report No. Port Particulars of Examination and Repairs (if any) Interim Certificate +100A1-1,34

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 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.

In cases where the Surveyor has not made a special damage report he is required to state whether he has examined 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 Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State 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?

Is 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?

Is shaft now been changed?

If so, state reasons

Is 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 vitae 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 forward.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done

See Bombay 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 starboard 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 starboard & 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 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.

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.)

Fee (per Section 29) Rupies 100/-
Damage or Repair Fee (if any) £ 48/-
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 FRI. 27 SEP 1935

FRI. 13 DEC 1935

Signed Deferred

Lloyd's Register Foundation
W661-0200

*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
deferred.*

*JH
24/9/28*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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