

REPORT of SURVEY for REPAIRS, &c.

DISCLOSED

BOX No. 103 Top

Date of writing Report 8/9/26 When handed in at Local Office 8/9/26 Port of Middlesbrough
 No. in Reg. Book 68898 Survey held at Middlesbrough Date, First Survey 2 Jun 1926 Last Survey Aug 31st 1926
 Name of Vessel "DUMANA" (No. of Vests 15)

TONNAGE: Built at Glasgow By whom Burley Curlew When 23 3
 GROSS 8427 Owners British India S/N Co Ltd Owners' Address
 UNDER DEK. 6842 Managers Port belonging to Glasgow
 NET 5112

Surveyed Afloat in Dry Dock? Both Name of Dock Smith's Dock Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet }
 total capacity tons. FPT tons; APT tons; MT feet tons. }

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

CHARACTER, Date of Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned and now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 HI - 2/26		* L.M.C 3/27 CL

N.B.—All alterations in the existing records should be underlined.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the beller space.

Last Report, No. 14152 Port ANT

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

OIL ENGINE.

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 to whom and why they were declined Society's Freeboard (if assigned) as painted on Ship and now verified } 8 ft. 2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Conditions & Repairs

How done:— Vessel placed in dry dock. Bottoms, Rudder & Stern frame cleaned, examined & recoated.

Double bottom tanks Nos 1, 2, 3 & 4 tested. The peak & Double Bottom tanks Nos 1, 2, 3, 4 & 6 examined internally. All holds, examined. Decks, Hatches & hatch covers & general equipment. Ventilators & coamings examined. Freeboard verified.

Condition Repairs: How done.

No 1 Tank - The connections on tank tops to 13 frame brackets recoated and leaky rivets in seams & butts overhauled.

No 2 Tank - The connections on tank top to 14 frame brackets recoated as also the connections & 5 bulkhead stiffeners on bulkhead at forward end

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Dblig. Plates under Sounding Pipes		Copper or Y.M. of Wood Vessels	
Decks	good	State if Tanks now tested	nos 1, 2, 3, 4	Engine Room Skylights	good	When put on, Month	Year
Caulking of Decks		Bulkheads	good	Coal Bunkers, Open'gs, Lids, &c.		Boats	good
Coamings		Ceiling		Scuppers		Masts, Yards, &c.	
Beams & Fastenings		Cement or Asphalt (State which.)		Cargo Hatchways		Condition, how ascertained	from Deck
Outside Plating		Rudder		Hatches		(State if wedges removed)	
Breasthooks		Steering gear and its connections	good	Planking of Wood Vessels		Sails	
Transoms		Windlass		Caulking	ditto	Equipment letter	CT
Frames		Have Pumps now been examined and found efficient?		Treenails	ditto	Anchors, No. of	4
Reverse Frames		Have Sluice Valves now been examined and found efficient?		Breasthooks & Stemson	ditto	Cables (State if now ranged)	
Longitudinals		Have Watertight Doors now been examined and found efficient?		Transoms, Pointers, & Crutches ditto		" length (on board)	size
Transverses		Have Ventilators and their Coamings been examined and found efficient?	yes	Timbers of Frame at openings ditto		" Rule length	size
Floors	good			Ditto ditto at other places ditto		Hawser & Warps	sufficient
Keelsons				Stringers, Clamps & Shells ditto		Standing & Running Rigging	Efficient
Stringers	good			Salting (State if examined.)			
Inner Bottom Plating							

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptND24, &c."

This vessel being now in good & efficient condition is, in our opinion, eligible to remain as classed with fresh record of survey (9.24). The vessel's name to be removed from the Special Reasons List as regards indented plating

Survey Fee (per Section 29)	£	Fees applied for,	8/9/1926
Special Survey or Repair Fee (if any) (per Sec. 29)	£ 2 2 0	Received by me,	27/10/26
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Surveyor to Lloyd's Register of Shipping.
 [Signature] M. Seadder

Committee's Minute

FRI. 17 SEP 1926

Character Assigned

100A1

Without Spl. Cond.

+ dumb (M) 9.26

2305 9.26



Is Certificate required? If so, to be sent to

of hold. Leaky rivets in tank top overhauled.
No 3 Tank:- The connections on tank top to the frame brackets on Port & Starboard side recaulked as also the connections to bulkhead stiffeners where found necessary. A number of rivets on tank top caulked & seams overhauled.

No 6 Tank:- Four floors on Port side fairied in place (cause of damage not stated). Nos 1, 2 & 3 tank tops cleaned & coated and Fore Peak sealed & coated.

Special Reasons List (See Indb Opt No 11809).

Damage at forward end of No 1 hold, Port Side; Shell Plates D1 & E5 removed, fairied & replaced. 4 four double frame bars fairied in place. Tank margin bar in way of D1 overhauled & recaulked.

Shell plate E18 on port side aft, removed, fairied & replaced & E17 & E19 fairied in place.

The Owners have now had additional air holes drilled in the flanged floors in No 1, 2 & 3 double bottom tanks.

A 21" Ventilator fitted to No 3 hold & tween deck.

An 18" diameter tubular pillar fitted on each side of vessel on frame 130 in No 3 hold in line with existing hold pillars and three tween deck pillars on each side of vessel at frames 127, 129 & 130.

In the dining room an additional pillar has also been fitted on each side on frame 128 supported by a channel fore & aft between the upper deck beams. Two flat iron pillars have also been fitted outside Dining Room.

The Owners have had the above additional pillarage fitted on account of the vibration in the Dining Saloon.

This vessel has now undergone the Board of Trade Survey for Passenger Certificate.

Edw Bartlett
M. Sceddon

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

