

(Received at London Office) 7 - OCT 1942

25.9.1942. When handed in at Local Office 10 Port of Liverpool  
held at Liverpool Birkenhead Date, First Survey 29/8/42 Last Survey 17/9/1942  
Machinery of the Wood, Iron or Steel S.S. "UMARIA" (No. of Visits 8.)

Vessel built at Glasgow By whom Barclay, Curle & Co. When 1942  
Engines made at do By whom do When 1942  
Boilers, when made (Main) 1942 (Donkey) do  
Owners British India Ste. Nav. Co. Ltd. Owners' Address London  
Managers do (if not already recorded in Appendix to Register Book.)  
Port London Voyage do

Surveyed Afloat or in Dry Dock Quincy, Illinois & Birkenhead Graving Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port \_\_\_\_\_  
Examination and Repairs (if any) Dr. Bales Reps

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

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

ade by anyone else? If so, by whom?

go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " "

or what reasons? .....

rs could not be thus thoroughly examined?

the absence of internal examination, were adopted by the  
of the thorough efficiency of those parts of each Boiler?

1 examination of each boiler.

Present condition of funnel ( ) *efficient*

### the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

### the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

the drain plugs of the Main Boilers?

and of the Donkey Boilers?

the mountings of the Main Boilers?

and of the Donkey Boilers?

drawn and examined? no

...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?

ed? ☒ If so, state reasons

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Forew Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

ferred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

line the generators, motors, switchgear, cables and fuses?

of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.

state what arrangements have been made for its completion and what remains to be done

Vessel placed in drydock. Examined propeller and outside rings of sea connections.

At the request of the Owners Supt. examined the furnaces and  
 combustion chambers internally of all boilers and noted the following,  
 and Stodd. Boilers.

Bentley Comb. Chamber. Trace of salt over about 12" of the furnace flange landing and over about 36" of the back plate landing. Slight trace of salt around one C.C. back stay.

P.T.O

ations, Opinion, and Recommendation:— The machinery of this vessel  
ation, 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  
sired 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, & L.M.C. 9,11, or  
F.D., &c.)  
seen is eligible in our opinion to remain as now classed.

£	:	:	Fees applied for
£ 5:5:0			29 SEP 1962
£	:	:	Received by me,

LIVERPOOL

how.

*Wm. L. Litchfield*  
*D. Litchfield & H. Gayle*  
 Engineer Surveyors to Lloyd's Register of Shipping.

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

Lloyd's Register  
Foundation

W226-0237



Forward Starboard Boiler. (cont)

Port Comb. Chamber. Trace of salt over about 5" of the furnace flange landing.

Forward Port Boiler.

Center Comb. Chamber. Trace of salt over about 36" of the furnace flange landing.

After Starboard Boiler.

Center Comb. Chamber. Trace of salt over about 6" of the tube plate landing.

After Port Boiler.

Port Comb. Chamber. Trace of salt over about 5" of the tube plate landing and around one C.C. back stay.

Center Comb. Chamber. Trace of salt over about 36" of the back plate landing, about 24" of the tube plate landing, about 12" of the furnace flange landing and around two C.C. back stays.

Starboard Comb. Chamber. Trace of salt over about 5" on the port and on the starboard side landings of the tube plate, around one back stay and around one rivet in the back plate seam.

All the above landings and the rivet have been caulked, the C.C. stay nuts removed, the stays caulked and the nuts replaced.

These repairs are all of a minor character and, in our opinion, the furnaces and combustion chambers are in good and efficient condition.

Noted

P.T.O.

The machinery of this vessel

Warranted  
by the  
Engineer  
J. H. H. H.



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